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Dark Wares Log-Book or Journal
of a Whaling Voyage in the north
and South Atlantic Ocean,

D. B. Hoxsey Master,

Remarks on board C. B. Handy Master

Bark Wave Sailed May 18th 1864
on a whaleing voyage in the North
& South Atlantic Ocean C, B. Handy
Master At 9 Am got under way
with a fresh breze from N, E, by E
and cloudy weather At 10½ Am
discharged the Pilot, so ends the day

Friday May 19th "
Light Airs & Vbls 24 hours, fresh
breze from, E, N, E and Thick weather
At 2 PM reefed the fore and main
Topsails, Moored the anchor, and Chains
At 3, P, M, Strong Land force, S, E
dist 9 miles. Those weather Middle
part Strong breze, close reefed the Topsails.
latter part more moderate. Steering South
two miles in sight. Started the Pumps
and sucked her with Three Hundred Strokes

Saturday May 20th "
All These 24 hours moderate and
foggy weather Saw B. Fish lowered
and got one, The Bark on the Starboard
tack bearing E and E, by, E by the wind
Employed in fitting boats for whaleing &
did sail in sight

Lat 39,47 N
Long 70,10 W

Continued

Sunday May 21st 1865.
All West 24 hours
a light breeze from S by E.
to S.S.W. Barky on the
Starboard tack by the wind
Saw a great number of Fin Backs
and Whales. One Sail in sight
Lat 39° 38 N
Long 68° 20 W

Monday May 22 "
First and middle parts
of these 24 hours light
breeze from South and pleasant
weather. Latter part Squally
employed in boiling B. Fish
and Scrubbing for washing &c
Steering by the wind on the
Starboard tack, so ends the day
Lat 39° 25 N

Tuesday May 23d "
First and middle parts
of these 24 hours light
breeze from about South.
Steering by the wind on the
Starboard tack Latter part
Strong breeze and raining.
Close reefed the Topsails
and handed the Courses. The wind
falling more to the Eastward

Continued

Wednesday May 24 1861

Light and puddle part of first 24 hours strong breeze and rainy weather at 1 P.M. hove ship and headed S.S.W. by the wind at 3 P.M. tacked ship and headed S.E. by E. by S. on the Starboard tack. Latter part fine weather one sail in sight

Lat 38.28 N
Long 64.09 W

Thursday May 25 "

Light part of the 24 hours fine breeze from South middle and latter part strong breeze from southward and westward Close reefed the main Topsail and handed the fore the wind gradually hauling to the North and West

Lat 38.02
Long 64.18

"

Friday May 26th

Light part of this day strong breeze from Northward and westward middle and latter part more moderate. Steering E. by S.

Lat 37.51
Long 61.53

Continued

Saturday May 27th 1861

All these 24 hours a fine breeze from Southward & westward Steering E. by S employed in setting up Riggings &c

Lat 38, 52, N
Long 89, 24, W

Sunday May 28th "

First and middle part of the 24 hours a light breeze from W.S.W. and pleasant, latter part the wind falling more to the South Steering E.S.E.

Lat 39, 23, N
Long 87, 26, W

Monday May 29th "

First and middle part of these 24 hours a fine breeze from Southward latter part fresh breeze & at 12 midnight hove to N.N.W. ends the day Steering the same Two sailors in sick list

Lat 40, 28, N
Long 87, 18, W

Tuesday, May 30th 1865

Fresh, out of the
S.E. some fresh breezes
and squally with
M, W & NW. P.M. Latter
part the upper sails
took reefed S.E. suitable
Ship employed Middle
Middle and latter part
blowing a moderate gale
the part and closed reefed
main sail Crew employed

No observation

Wednesday, May 31st "

These 24 hours
with a moderate gale
with rain from S.E.
Middle and latter part
moderate the wind varying
to S.W. & W. P.M. fish lowered
and struck four reefed main
Broke out molasses and
dried apples the Barque the
Antelope Two sails in
sight

Thursday, June 1st "

These 24 hours fresh breezes
inclined to squalls and D.C.
rained. M. Flowing Lat D

Lat D 33 18. N.
Long 51.55. W.

Continued

Friday June 2d 1866
1st First & middle
part of this & some
of a Letter from Hd Qrs 7th
Corps South Letter
part heavy equally with
rain all P.M. Commenced
the 1st Infantry and Cavalry
Drill Battery D. 7th U.S.A.
No observation

Saturday June 3d "
Field work in forenoon heavy
Infantry Drill in afternoon
Battery D 7th U.S.A.
Light 12 Rounds
Heavy 10, 26, "

Sunday June 4th "
Field work in morning Infantry Drill
of 1st Brigade Twenty Four Pieces
Artillery Equally from each Battery
and Marched into Camp after
Drill were ordered Eleven
o'clock

Light 12 Rounds
49 Pounder

Monday June 5th 1865

Fleet and Middle part of the Twenty four hours, a fine breeze from S.W. and pleasant weather the light airs Steering E.S.E. & ESE employed in setting up rigging and other things to mention so ends the day

Lat 32.15 N
Long 47.54 W

Tuesday June 6th

This day begins with light airs from northward and westward at 8 A.M. we saw a Sperm whale about 1½ mile off the Leeboard beam going quick to the N.E. & soon after it was out of sight to the N.E. middle part moderate & cloudy steered N.E. by E. & thought it might be at 7 AM steered N.E. little wind & fair weather seen all the day nothing more of that whale

Lat 32.52 N
Long 46.47 W

Wednesday June 7th

This 24 hours begin with a fine breeze from N.W. and blowing N.N.W. at 6 P.M. saw a sperm whale on the Leeboard bow steering N.E. middle and first and latter part fresh breeze part of the latter light airs & by D. ends the day

Lat 33.26 N
Long 45.26 W

Continued

Thursday June 8th 1854

First 24 hours began with strong breeze from NNE at 7 A.M. took in jib fore topsail middle part the same Latter part more moderate at daylight set the fore topsam Jib and mainsail Shot Bunker the point Sandy by the wind

Lat 32.30 N
Long 44.11

Friday June 9th

First part 24 hours fine breeze from ENE and pleasant weather Employed in setting up fore and main rigging &c.

Saturday June 10th

First part 24 hours light breeze from E & S and pleasant weather
Employed in setting up fore and main rigging &c.

Continued

Sunday June 11th 1865.
First and middle part
of, this 24 hours, Light
Airs from about, &
Latter part fresh breez
and veering to the westward
At 8 PM passed the
Bank Ballao Howland,
At 9 run down Shortened sail
and headed to the Northward
by the wind. At daylight the
Ballao about one mile off
on our weather beam steering
the same, so ends this day
Lgt 83,01 Nm
Lay 43,02 W

Monday June 12th
These 24 hours begin
with fresh breezes from
northward and westward
Middle part Calm and
Rainy Latter part Variable
Airs from N, NW, &
At 11 Am saw Breakers about
five mile, upon the weather bow
Lay, Ashore as the year
Talk by the wind Looked Out
saw Nothing more of them. The
Ballao in sight, Broke ahead
and Astern

Lat 83.58 N
Lay 42,10 W

Continued

Tuesday June 13th 1865.
Left Fort 24 hours
Light breeze, veering from
W.S.W. to W.N.W. At 12 M.
Fort Bank on the Southern
Shore in the wind
Lat 33.29 N
Long 42 11, W

Wednesday June 14th
Light airs, mostly
Calm. Black Fish lowered
and chased. Distance got
near Flinders, as usual
so ends this day
Lat 33,18, N

Thursday June 15th
Light airs and Calms,
have got a number of
Grampuses and caught
three Dolphins, Painted
the main Boat &c
Lat 33,20 N
Long 42,25, W.

Continued

Friday June 16th 1905

Fleet D ran to the
South, four hours each, cable
middle, last must be
same latter part of
three from the Oak
on the Southern but by
the wind we lost in sight of
Lat 35,23 N

Saturday June 17th

Fleet part of the
24 hours from the middle part to
the South the wind backed to
the N.W. blew a gale the
rest Squall & Latter part
Calmer, wind N, by E.
stood eastward through
the day. Three Sailes in sight
Served out water

Lat 32,17. N
Long 69,38 W

Sunday June 18th

Fleet 24 hours pleasant
with a fine breeze from
N. Middle and latter part
Calm. Not Sail in sight

Lat 32,16, N
Long 44,13, W

Continued

Monday June 19th — 1865

First part of this
24 hours calm, middle
and latter part fine
breeze from Southward and
westward, Steered N through
the night with main Topsail
sail out, at 7 AM Steered N by E,
Employed about deck &c
So ends this day
Lat 33.40 N
Long 49.58 W

Tuesday June 20th

This day commences with
Steering N by E at 8 AM Saw down
shortened Sail and Lafter
the wind as the day Light
At Daylight in sight of Sable
at 6 AM Steered N.E & the
wind Strengthening with a heavy
sea running the Bark under
double reefed Topsails. The weather
thick and hazy, at noon ends this
day
Lat D 34.20

Thursday June 21st 1905
Kind of sky at 8 a.m. Clear
Direction of wind at 8 a.m. S.E.
Force of wind at 8 a.m. Middle and latter part more moderate and pleasant the wind veering to S.S.W. At the Back in the morning Took in the wind Completely about 10 o'clock. Then a fresh gale wind blowing
Lat 35, 13, N
Long 42, 10, W

Friday June 22nd
Kind of sky at 8 a.m. Clear
Direction of wind at 8 a.m. S.W.
Force of wind at 8 a.m. Middle part more moderate and pleasant the wind veering to the S.W. at the Back in the morning, Saw a number of Fin backs. Also Whales in sight Broke out water, and number 3. Lat Cook, also Stop Cock.
So ends this day
Lat 36 20 N
Long 41, 10, W

Saturday June 23rd
Kind of sky at 8 a.m. Clear
Direction of wind at 8 a.m. S.W.
Force of wind at 8 a.m. Middle part more moderate and pleasant the wind veering to the S.W. at the Back in the morning, Saw a number of Fin backs. Also Whales in sight Broke out water, and number 3. Lat Cook, also Stop Cock.
So ends this day
Lat 36 20 N
Long 41, 10, W

Continued

Saturday June 24th 1865

At. Third Twenty four hours ending at noon Latitude from N, K Sand Island weather varying to the eastward & the ground leaking about 1 Bucket per hour. Carried a Portuguese man of war bird

Lat 36,30. N
Long 98,49 W

Sunday June 25th

At 2 P.M. begin with fine pleasant weather wind E.S.E. middle part moderate & fine at 6 P.M. Latter part more squally with rain at 8 P.M. Passed a Bark on the Eastern tack. At 6 A.M. Latter part more squally with rain at 8 P.M. Passed a Bark on the Eastern tack. At 6 A.M. Latter part more squally with rain at 8 P.M. Passed a Bark on the Eastern tack.

Lat 36,49
Long 98,49

Monday June 26th

First and middle part of the 24 hours fine pleasant weather from E.S.E. At 2 P.M. passed a Brig on the wind steering N.E. by E. Latter part a little squally with rain at 8 P.M. Passed a Bark steering N.E. by E. Saw a Sea Lion

Lat 37,15. 30
Long 98,06 W

Thursday June 27th 1861.

First part of these 24 hours,
wind about N, NE by E and
light, squally Hazy, N. E. Middle
and latter part, more moderate
more raying [illegible] Hove to, [illegible]
to 2 Sperm whales. Struck and killed
1 of the whales in the evening
Employed about Deck &c

Lat 28.01 N

Friday June 28th "

At 4 this day saw 2 Sperm whales
from above the Starb. Bow. Killed
and Brought along side the
ship a Black Juvenile Sperm whale
Employed in boiling Stuff
and making Rattling Stuff.
Break out Beams

Lat 27.16
Long 13.21

Continued

Sunday Lat 39° 7' Long 120° 1760
First part of these 24 hours light breze from the Northward Middle part Calm Latter part a fine breze Long Set steered the Ship heading to the Northward Broke out water and caught a large quantity of log wood

Lat 38.18 N
Long 38.57 W

Saturday Lat 38° 1' "
These 24 hours begin with fine weather Middle and latter part Clear weather Course from Noon Steering N. W. Two Sailors Light Winds & Calms The run

S. W. 18.26 miles
Long 40.26 "

Sunday Lat 2" "
These 24 hours light with fine weather Course Steering N. W. Set Sail and Employed Shortened Sail and Employed the forward Middle part of the Mid Watch more to the North Set Sail to Steering Sail to Steering Sail Light Winds and Calms

Lat 2.05
Long 41.11

Monday July 2d 1861

left Key 24 hours 24
hours strong breeze from
S.W. to West
E.N.E. until 2 P.M. when the wind
hauled on the port tack
to Indiana Bank in sight, so
I dare not ship to the eastward
to-day Key West

Tuesday July 4th

left Key 24 hours light
airs & strong breezes N.N.W. N.W. &
and thick weather at 2 P.M. we
were abeam to the eastward at
Sandown Bank and the pilot boat
visible at the same
time got more moderate
& daylight made sail
& the pilot left us &c
& &c spoke the Nautilus
and got letters and papers
Lat 24.02

Nautilus

Wednesday July 5th

all last 24 hours fresh
breeze from northwards and
thick weather the Dane
on the port tack at daylight
stood E. by N. saw by D. reckoning
Lat 24.07

Continued

Thursday Augt 6th 1863
Set, First 24 hours
a fresh breeze and hazy
& heavy swell running The
wind & weather from 12 M. to
12 M. 24 hours shortened
sail heaving to 10 P.M.
10 daylight kept off & on 6
Two sails in sight
Lat a Long at noon by Fix. both
Lat 48.28.0
Long 8 4 22, W

Friday Augt 7th
First part of these 24 hours
fresh gales and foggy 12 M. to
Mod. variable winds
10 Sundown shortened sail
and hoisted the mizzen and the
fore & main Middle and latter
part more moderate the wind
during the night
10 daylight steered E. by the
10 during more in the westward
Kept off & on, &c. Two sails
in sight, Sounds Thursday
Lat 4 4 1 8
Long 8 3, 1 8

(Continued)

Saturday July 5th 1862

These 24 hours fine
weather wind about E, E by
the People on the Harbour
both by the wind These
ships in sight. Passed the
Lewis, She was Steering
Louisa Schrs yesterday going quick
to windward

Lat 43.48.N
Long 72.10.

Sunday July 6th

First part of these 24 hours
Steering by the wind on the Starboard
tack at 8 P.M. Saw down Shortland
Sail and Steered with main
yard aback through the night
the wind Variable more to the
South. at daylight Set
the Fore Sail & Square
with the main and Prepared Sail to Night
so ends these 24 hours

Lat 43.5.4

Monday July 7th

These 24 hours began
with Squalls interspersed Middle
and latter part pleasant
Steering by the wind on the Starboard tack
at 8 P.M. kept the Ship
Employed in setting up the Shrouds
Lights and Setting down

Continued

Tuesday July 11th 1865

This day begins with fresh breezes from S.W. by W. and clear weather. Steering S.S.E. & S.E. by S. Hauled aft the main sheet and tacked to the wind on the starboard tack heading E.N.E. Middle part light breezes and foggy. Steering E.N.E. the wind right aft.

Wednesday July 12th This day begins with fresh breezes and foggy weather. Steering E.N.E. at 7 AM saw some whales and tacked to the wind on the starboard tack heading S.E. by S. Latter part steering E.S.E. from W.S.W. and rugged seas this 24 hours.

Lat 46.47 N
Long 29.30 W

Thursday July 13th This 24 hours begin with strong breezes from W.S.W. steering E. & N.E. by E. At 5½ P.M. saw raised a whale two points on the starboard bow about ½ mile off. Lowered two boats and chased it, and the whale took the line. Middle part strong breezes. worked to windward through the night. At 7½ AM saw the whale again. lowered two boats and went after it. Soon after the boats started saw another whale. lowered the third boat and went after it. Killed both whales at 12 o'clock &c.

Lat 46.68 N Long 29.19 W

Friday July 14th
Lat 24 hours light winds from N.W. to N.E. working to windward At 6 P.M. saw two whales coming to leward, lowered and struck one which parted from him sailing him along side of the ship. Employed strengthening with heavy squalls from N.E. one boat laid with the whole watch reefing topsails. Fresh breezes & a moderate gale when became on board. Close reefed main topsail and laid to heading to the westward At daylight Moderate & cloudy employed as this morning, Latter part Thermometer at 20° the quarters as on the 12th for Whales Latter part the gale gradually increasing Lat by Obs 24 hours

Saturday July 15th
Last part of last 24 hours a gale frequent squalls, at 8 the Bark on the Starboard Tack under storm sails, At 12 Midnight a little more moderate At 2 P.M. Set a close reef fore Topsail At 8 A.M. Set the Fore sail The gale gradually abating more sail according to.
The Louisa in sight
Lat 45°22 N.
Lon 28°33 W.

Continued

Sunday July 16th 1861

First part of these 24 hours strong breeze from N.W. by W. and suppose blowing by the wind on the starboard tack, set sundown hauled sharp to the north the wind shifting more to the westward latter part strong breeze from S.W. and thick weather steering N.N.E. reefed the fore and main topsails and hauled up the main sail — So ends this day

Monday July 17th

These 24 hours begin with strong breezes from S.W. steering N.N.E. 2 P.M. hauled up the fore sail and braced to the wind on the starboard tack middle part & much the same, latter part more moderate the wind inclining to the northward the Bark on the port tack by the wind, One sail in sight steering E. by S. Broke out butter and sugar. The cooper on the sick list

Lat 47,01 N
Long 29,24, W

Continued

Tuesday July 18th 1865

First 24 hours begin with
a fresh breeze from N.N.E.
The Bark on the Starboard Tack
by the wind middle part
strong steering NW & W.N.W. to the
NW & North & N.N.E. headed her
to the westward again Latter
part the same. Two Sailors in
sight steering about E.S.E. N
Winds the 24 hours
Lat 45.57
Long

Wednesday July 19th

First part of these 24 hours
fresh breeze from N.N.E. by N.
the Bark on the Starboard tack
by the wind, NW & W.N.W. tacked
Ship and headed N.E. E. by N
Middle and latter part
more moderate steering by
the wind on the port tack
Saw 3 Sail, Ship, One Sail in sight
Leaking about the same (300 strokes
in 24 hours)
Lat 46.32. N.
Long 29.31. W.

Continued

Thursday July 20th 1865.

First part of this 24 hours quite dark & weather The Bark on the port tack heating S.E. by E. wind SE to S.S.E. Tacked Ship hauled to Middle and latter part Strong breeze and thick cloudy weather wind SE, S.S.E. took in the fore Topsail and furled the mainsail, So ends the day Lat 46.20 N

Friday July 21st

First and middle part of this 24 hours Strong breeze and thick weather The Bark on the Starboard tack heading S.E. by E. wind under two reefed Main Topsail and Fore sail Latter part more moderate & clear set the fore Topsail & M. sail set the Main sail and Spanker. So ends the day

Lat 41.18 N

Long 29.06 W

Continued.

Saturday July 22nd 1865

First part of these 24 hours light breezes & fair W, SW, W and calms until the middle, last part fresh breezes and thick weather last part much the same Having by thermometer taken

Lat 44.04
Long 28.55

Sunday July 23rd "

Thick and middle part of these 24 hours very hazy Light airs from W and thick foggy weather the Barken Triton took by the wind South part moderate the fog lifting a little at 11 Am spoke the Barken Triton Cornell 50 lgs Spun

Lat 44.26
Long 25.41.

Monday 24th "

These 24 hours begin with fresh breezes from W and hazy middle part thick fog and rain the Barken Triton took by the wind South part moderate the fog clearing up a little

Steering N.E. by E. ends the day

Lat 45.09

Continued

Tuesday July 25th 1865
First part of. Prop
24 hours a fine breeze
from SW & W Steering NW½W
Middle part strong breeze
At 10. PM hauled the
fore topsail and inspected
the wind on the port tack
heading NW At 6 Am set
the fore topsail Observed sails to
Latter part strong gales
and squally Ends the 24 hours
At 4 Noon
Lay 20 W, 7 W

Wednesday July 26th
Total 24 hours begin
with strong gales and
Thick foggy weather
the 2nd and Third part
the Same moderate latter part
calm and Thick foggy
Ends this day
At 4 Noon
Lay 30 W 40

Thursday July 27th
Prop 24 hours begin with a light
breeze from S.S.W and foggy
Middle part light airs and calm
Latter part fresh breeze from
S.W by S the Steering by
the wind on Port Tack
At 4 Noon
Lay 21 W 12

Friday July 28th 1865

The 24 hours begin with a fine breeze from S.S.W. to and hazy, steering by the wind on the Starboard tack, saw a large English Steam Ship steering E by S. one more sail in sight Middle and latter part light airs and calm

So ends the 24 hours

Lat 46.29.

Long 30.09

Saturday July 29th

First part of these 24 hours light breezes from Northward Middle and much the same latter part a fine breeze from S.S.E. & E.S.E. and pleasant steering South.

Twenty Four sail in sight (rather a large Story to tell but its true so) Boarded an English Brig and got papers.

Lat 45.45

Long 29.40

Sunday July 30th

First part of these 24 hours a fine breeze from N.E. & E. steering South Saw Portland Island and passed it during the night Hove to off it in the morning about 8. and spoke Saw a large number of Steamers & sail in sight

Lat 44.20 Long 29.20

Continued

July 31st 1865

Set first 24 hours light Easterly weather and some foggy stormy rainy Comes & three Sails in sight so ends this day

Lat 4 4,03 N
Lon 2 8,27 W

Tuesday August 1st "

First 24 hours a fine breeze from N.E. & E. and pleasant Stormy rainy Comes Two merchant Men in sight and one Whaler down

Lat 4 4.20
Lon 1 1.01

Wednesday August 2nd "

First part of this 24 hours a fine breeze from about E. East and pleasant weather Stormy in the middle and latter part light winds and calms saw a Bark sailing And other sailes in sight

Lat 4 4,01 N

Continued

Thursday August 3d 1865

All these 24 hours light variable winds and Clear Steering various courses, had a large number of Steamboats in sight

Lat 44.00.N
Lon 10.52.W

Friday August 4th

First part of these 24 hours a fine breeze from the S.W. Steering by the wind on the port tack, Middle and latter part a fine breeze from the S.W. and very Clear Steering by the wind on the Starboard tack Saw a Steamer this morning

Lat 44.14.N
Lon 12.00

Saturday August 5th

First part of these 24 hours a fresh breeze from the S.W. Steering by the wind on the port tack, Middle and latter part a fine breeze from the S.W. and very Clear Steering by the wind on the Starboard tack Saw a Steamer this morning

Lat 44.14.N
Lon 12.00

(Continued

Sunday August 6th 1865

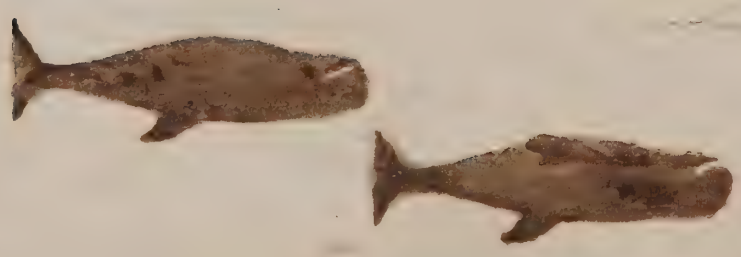
All these 24 hours a fine breeze from S.W. and very pleasant weather Saw a Sperm whale about 25 feet long. The Carpenter is still very ill and gaining very slowly. During the 24 hours Lat 43.49 N.

Monday August 7th

First part of these 24 hours a fine breeze from S.W. and pleasant. Steering S.E. & E. by the wind. Middle part the wind changing to W. Latter part Ship rolled heavily. Lat 6 Am kept off S.E. 6.15.0 wind W. Lat to the day Lat 42.57. N Lon 32.06. W.

Tuesday August 8th

First part of these 24 hours fresh breeze from S.W. and squally At 1.5 Am hove to the wind on the port tack Middle part the wind changing to W.N.W. Latter part the same At 11 Am made sail Ship rolled heavily Lat 42.20. N Lon 34.20. W.



Wednesday August 9th 1865.

All these 24 hours
calm pleasant & Clear
and pleasant & Clear
with a large pieces of timber
floating in boiling Bay Fish Bay
Inlet Log Hut
Latitude 49.15.

Thursday August 10th
First part of these 24 hours
light airs from the northward
middle and latter part
calm large pieces of timber
floating by the vessel
the Starboard tack.
and Steam pumps.
Lead 40.32
Log

Friday August 11th
All these 24 hours
a fine breeze varying
from W.b.S. to W.N.W. the
same pleasant & Clear
by the wind on the Starboard
tack and occasionally making
a Steam bearing &c
Lat 49.41
Log 85.27

Continued

Saturday August 12th 1865
First part of this
24 hours one reefs
sails, & T.L. Bu. the wind
fair & the wind, Middle
and latter part light
variable winds and calm,
one whaler in sight
and a large merchant ship
bound to the 24 hours
Lat 39,81 N
Long 85,98 W

Sunday August 13
All this 24 hours
light airs, some of the
and pleasant weather
Hove to in sight
one whaler, Took lunar
observation by observing the
distance of the moon from
the Sun
Lat 39,20
Long 86,24

Sunday August 14
This 24 hours begin with
a fine breeze from S.S.E.
Passed the ship Lancer, Bailey,
180 days from Vienna. Middle
and latter part strong
winds. Main top gallant
mast sprung in the
middle in sight
Lat 40,08
Long 87,12.

Lancer

Tuesday August 15th 1865
Rec't part of these 24 hours
fresh airs from W.S.W.
Middle part much the same
with short strong breezes.
Steering by the wind on
the Starb'd tack.
Split Sails in sight to
speak with this day.
Lat 40.23 N.
Long 28.52 W.

Wednesday August 16th
Rec't part of these 24 hours
strong breezes from W.S.W
middle part heavy squalls
with thunder and rain
Under the fore Topsail
and Close reefed Main
sail part more moderate
steering by the wind on the
port tack. one Sail in sight
Lat 40.54
Long 22.39

Thursday August 17th
These 24 hours light
variable winds and calms
with rain. Obs'd one
Sail by Two Sails in
sight
Lat 40.20

Continued

Friday August 18th 1861.
First part of the
24 hours calm and
squally with rain. Variable
fore & aft part light
airs from northward &
eastward. Two boats sent
on observation

Saturday August 19 "
These 24 hours begin
with light variable winds.
Shortened the B. & to. Hore
sprits middle and latter
part light airs and calm
Pickering a boat put
on Timber and caught two
dolphins

Lat 40 11 N

Sunday August 20th "
First part of these 24 hours
light variable winds and calm,
boarded the Bark Sonia
14 days from N. York Geo Spafford
D. Angus at 5 P.M. Middle and
latter part light airs from
northward and eastward and
thick cloudy weather

Continued

Monday August 21st 1865.

These 24 hours begin with squally from N.E. & N.N.E. & N. & N.W. & W.N.W. & W. & W.S.W. & S.W. & S.S.W. & S. & S.S.E. & S.E. & E.S.E. & E. & E.N.E. & N.E. & N.E. &

Continued

Thursday August 24th 1865

Fine & cool, light
winds, fresh breeze
from southward & eastward
Spoke the B½ Agenoria.
the latter in night
Middle and latter part
signalled the Bark on the
western tack.

Lat 40 32
Long 41 57

Friday August 25th

These 24 hours begin
with, a fine breeze and
pleasant weather signalled
and boarded the Bark
Agenoria from Boston
bound to Rio Janeiro
Lat 40 48
Long 41 9

Saturday August 26th

Fresh gales and fine
more part of these 24
hours, middle and latter
part, fine weather
much that same
strong winds
about E by E

Lat 40 29
Long 57 55

Continued

Sunday August 27th 1860

All these 24 hours fine breezes from S. to S.E. and pleasant weather steering to the Eastward one Sail in sight Took 4 Lunar observations by observing the distance of the moon from the Sun

Lat 40.44

Long by Chron 34.31

by Lunar 34.09

Monday August 28th

All these 24 hours fine breezes from S. to S.E. and pleasant weather steering to the Eastward one Sail in sight Took 4 Lunar observations by observing the distance of the moon from the Sun

Lat 40.44

Long by Chron 34.31

by Lunar 34.09

Tuesday August 29th

All these 24 hours fine breezes from S. to S.E. and very pleasant weather steering to the Southward and Eastward, employed in making Spun yarne. One Sail in sight

Lat 40.28 N

Continued

[redacted]

Wednesday August 30th 1865

Light 29 hours fine
Sailed from Southward
and Westward and pleasant
Steering S, S, E. At daylight
Flores in sight. bearing S.W.
dist about 80 miles Run for
the last watch 9½ hours. Then
steered N.E. eight miles
in sight, Spoke a Portugese
Schooner from Lisbon bound
to St George N. Foundland

Lat 40.09
Long 31.17

Thursday August 31st "

First part of the
24 hours fine breeze Flores
S, S, E. and Pleasant Steering
N.N.E. The Middle part fine
breeze S.E. and little rainy Steering
the same as last Four
miles in sight

Lat 40.46
Long 32.21

Continued

Tuesday Sept 1st 1863

These 24 hours begins with a fine breeze from S.S.E. Middle part freshening and veering to the Southward and westward Latter part strong breezes, S.S.W. The Bank made short sail hearing to the westward One in sight and two other sails to windy These 24 hours Lat 40.41

Saturday Sept 2nd

These 24 hours begins with a moderate gale from S.S.W The Bank ... for the first 8 to 11 P.M. handed the fore sail and fore topsail and close reefed the main the wind veering more to the westward in squalls. Latter part more moderate at 8 am set the fore sail and a close reef fore topsail, the wind gradually moderating more & sail accordingly Broke out Bearings and saw eight one sail in sight

Lat 40.25

Lon 36.52

Continued

Sunday Sept 4 (3rd 1861
First part of these
24 hours fresh breez
from about NE this
Morn on the Starboard
Middle part light Variable
winds and calmy latter
part a fine breze from
NW by W, & W by W and
on a Wreaking. So, We
Three miles in eight
Lat 39.5 9

Monday Sept 5th 4th
These 24 hours begin
with a fine breez from W by
North the James. Drove 6
& one and one eighty bble
whole This season
Middle part & fresh breze
latter part squal This same
on the Starboard tack
by the wind under short
Sail Lat 38.21

Tuesday Sept 6th
First part of these 24 hours
fresh breze from S, W
Gunwale This Ship Going
Middle and latter part
Stormy weather and running
Her Bank on the starboard
tack

Continued

Wednesday Sept 6th 1865

First part of these 24 hours strong breeze from N.E. & N. and rugged middle part & more moderate latter part strong breeze and heavy squalls from N.W. handed the fore T'gallant sail. The Bank on the Starboard bank one mile in sight 30 ends this day

Lat 38.34
Long 32.40

Thursday Sept 7th

These 24 hours begin with a moderate gale from N.W. and a big sea running laying to under double reef main Foresail mizzen part way moderate latter part light baffling winds and calm

Lat 37.42
Long 29.29

Friday Sept 8th

These 24 hours begin with light baffling winds, middle and latter part fine breeze from N.E. the Bank on the Starboard bank by Star sighted

Lat 36.11
Long 31.19

Continued

Saturday Sept 2d 1865.

First part of the
24 hours fine breeze
from SE Middle hard
light airs latter part
blowing strong from NW 1/4 W
Set 11½ on Starboard
for Topsail and Sails
Set Buoy on the port
Tack by the wind.
Lovely fresh day
Set Port
Sang Sails

Sunday Sept 10th

These 24 hours began
with strong breeze from
the S.E. Middle part
more moderate; at 8 am
all Sail set with a fine
Breeze for more Sailing, and
by the Southward at 10 am
blowing on again with squally
Showers Reefed Topsail and
main Sail with the wind
increasing, the sea in the
Port Rudderly Pitching

Left Port

Monday Sept 11th 1865

Wind N.E. Light breeze with
clear weather. Saw 2 sail
to the Southward. At 8 A.M.
Set Royals. Middle and
latter part more moderate
with cloudy weather. At noon
set Foretopmast Studdingsail
Lat 38.40. N.
Long 70.30. W.

Tuesday Sept 12th
First part of the
moderate breeze with
overcasty weather. Saw
part of the New Main
Sail and 2 Schooner
Lat 39.05
Long 68.07

Wednesday Sept 13th
First & part of the
light breezes with
overcast weather. At 8 A.M.
saw Sandy Hook Light
bearing W. by N. distant
about 8 miles. Middle
and latter part moderate
breezes & cloudy
& moderate gale from the
S.W. At 10 A.M. the Pilot
boat came alongside
& we took a Pilot

(continued)

Thursday Sept 19th 1861

First part moderate
and light airs and moderate
gale from N to N.E.
latter part more moderate
heading to the northward
Set down the foretopsail
and Commenced repairing
it. Sounded this day
pin Saul in eight
fathoms

Friday Sept 20th

First part of these
fresh breeze from N.E. to E.
and
Finished repairing
the foretopsail and
got it on the yard
latter part moderate and
pleasant

Saturday Sept 21st

First part light airs
with
rugged middle part and
the same latter part
with fresh breeze from about
N.E. the Sun Rose
at 4 o.28

Continued

[illegible] 17th [illegible]
[illegible] hard [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible]

Continued

Wednesday Sept 20th 1861
There is heavy heavy
with high wind from S.W.
Built a fire much the
same latter part first
part fine. Shot a Hen
Hawk & Blue Jay
Heard a Robin

Thursday Sept 21st
Light part of the
day heavy head heavy
fog. Still building and
latter part repaired
the tent and mended
up generally. Sailed
fast. Landed but did not
shoot.

Friday Sept 22nd
Cold fine a heavy light
wagon fog, the southwind
the Lord is on the Lords
side. Sailed the day
[illegible]

Saturday Night 24th 1860

[illegible]

Thursday Night 25th

[illegible]

Continued

Tuesday Sept 26th 186[illegible]

Light [illegible] wind
came last Week Lon-
day & Day Squalls middle
part & hailed around SE
Latter part the same
the Rest on the winder
the first Watch

[illegible]

Wednesday Sept 27th

These 24 hours first
part [illegible]
the Last part the same
on the first Watch
one Sail in sight

Lat 39.26

Thursday Sept 28th

These 24 hours begin with
fresh breezes from the
South & the wind on the port
Tack Cut 2 [illegible] miles made
Steer more East & South
Light winds & Smooth middle
and Latter part Light airs & Calms
winds variable & the Latter
part [illegible]

Friday Sept 29th 1861

Light & variable, middle part
of the day light airs
from the northward & eastward
& fair & fine Received on
board 4 bullocks from the Sound
the Land

Saturday Sept 30th

Fresh gales & hazy weather
with rain & squalls from W
to W.N.W. the latter part
of the day & night
Received on board 4 bullocks
& 10 sheep from the Island
Potatoes onions & Sweet Potatoes
& Yams

(Continued

Monday Oct 22 1861

Tuesday Oct 23rd

Wednesday Oct 4th 1865

Fleet 21 sail in with
light winds from N.W.
to W.N.W. Employed
in port. Carried the
Cash Tribute, Consular &c &c
to the Castle,
and on board
Sent off
Rec'd 28.00

Thursday Oct 5th

Fleet of 24 sail in with
light winds from W.N.W.
to W. Employed
in port. Carried the Cash Tribute
to the Castle and on board
Sent off 4½ bags Pot &c.
and Rec'd for the same &c &c
off the Rocks at Fayal the Capt
went on shore &c &c

Friday Oct 6th

Fleet 24 sail in with
light winds from W. to W.N.W.
Employed in port. Carried the Cash Tribute
to the Castle and on board
Sent off Rec'd 28.00

Continued

Saturday Oct. 5th 1861.

These 24 hours gloomy with the light breeze, prevailing 6 miles an hour, at the commencement, at 1 P.M. the light breeze died away, at 3 P.M. the Light house bore N.W. by W. 3 miles, at 5 P.M. hove to, with the main sail aback, and the Starboard tack, at 7 P.M. made sail, with the wind at N.E. and steered S.W. by W. and S.W. by S. at 12 P.M. the wind veered to E.N.E. and blew fresh, at 4 A.M. the Starboard tack, at 6 A.M. wore ship, and stood to the N.W. by W. with the wind at E. by N. and E.N.E. at 8 A.M. the Light house bore S.W. by W. 3 miles, at 10 A.M. the wind veered to E. by S. and blew fresh, at Noon the Light house bore S.W. by W. 3 miles, at 12 P.M. the wind veered to E.S.E. and blew fresh, at 4 P.M. the Starboard tack, at 6 P.M. wore ship, and stood to the S.W. by W. with the wind at E.S.E. at 8 P.M. the Light house bore N.W. by W. 3 miles, at 10 P.M. the wind veered to E. by N. and blew fresh, at 12 P.M. the Starboard tack, at 4 A.M. wore ship, and stood to the N.W. by W. with the wind at E. by N. at 8 A.M. the Light house bore S.W. by W. 3 miles, at 10 A.M. the wind veered to E.S.E

Continued

Thursday Oct 10th 1861
Light part of these 24 hours, light airs and variable. Employed as yesterday. Crew on shore all day. Carpenter on board, dismasted the remainder. Kept off S.W. with all sail set, at 4 P.M. Stood South & East. Left off heavy wind & sea. Shortened the sail accordingly.
Lat 29.16 N

Friday Oct 11th
Nine 24 hours light airs with calms from the N.W. Employed bending the Mainsail & Middle main sail. Latter part Settled [illegible] Set main sail & Carpenter cutting mast for Jury and main rigging. Crew on shore all day.
Lat 28.24 N
Long 2.6.21

Saturday Oct 12th
Fresh & fine & off shore 24 hours a fine breeze from N.E. to E. Employed fitting the Jury mast with rigging & sail & repairing the main mast & fitting the rigging
Lat 28.08 N
Long 2.0.30 E

Continued

Friday Oct. 13th 1865

All these 24 hours fine pleasant weather from the westward. Steers S. by E. one sail in sight Steers S. by E. Sun[illegible] in the Morning

Lat 33.57

Long 23.51

Saturday Oct. 14th

These 24 hours light variable winds from the southward Steers S. by E. Four sails in sight one a pilot boat [illegible]

Lat 32.1

Long 22.47

Sunday Oct. 15th

These first part of these 24 hours a fine breeze from N.N.E. Steering S. by E. middle and latter part Calm wind N.E. by E. Hauled [illegible] So ends this day

Lat 31.17

Thursday Oct. 16th 1860

Cold Thick 24 hours
a fine breeze from S.W.C
Hauling to the eastward on
the Port Tack.
Fine pleasant day.
Broke out fresh stock and
Lat 30.15
Long 19.27
D.

Tuesday Oct. 17th
Thick 24 hours
a fine breeze from S.W.C
and pleasant Hauling by
the wind on the Port Tack.
Fine [illegible]
Lat 2 Sth
[illegible]

Wednesday Oct. 18th
Thick [illegible] 24 hours
a fine [illegible] from S.W. Hauling
by the wind on the Port Tack
[illegible] making [illegible]
[illegible] four points off the bow
Dist about 40 miles. Middle and
latter part moderate & Hazy
and moderate & cloudy light breeze
in sight Three ships hove in sight
Dist about 8 miles. Standing by
us all night
Lat S
Long

(Continued)

Thursday Oct. 19th 1865

Light hazy & fine 24 hours
a light breeze from N.W. & W.
steering S.by.E. & Middle part
with the same, steering S.E.b.E. &
At daylight, saw Land right
ahead, Land points N. & by W.
Set about 40 miles distant off
Ship B. with a light breeze from N.E.
Employed in washing Ship &c.
Lat 28.2

Friday Oct. 20th

Light hazy & fine 4 hours
light breeze from N.W. &
Stars S.by.E (At dark hauled
to the wind on the port tack
for the N.E. point of Canary
the light bearing N.W.b.W.
Dist about 9 miles. Stood off and
on through the night with light
breezes from S.W.b.S. At daylight
saw all the Islands (Islands)
S.by.E. S.E. Set in. Came to an anchor
off the Town. Landed the Specie
and got on board Casks to send on
shore for water. Government
officials came along side &c
remained the day

Continued

Saturday Oct 21st 1911
All these 24 hours light
breezes from S.E. At 1 P.M.
the Captain went on to the pier
but was not permitted to land
At 3 P.M. got under way and
stood out of the roads on the port
tack to the mid. At 5 P.M. put
off A.D.C. Stowed the anchor
and ran the chains below &c.
Sounds these 24 hours

Sunday Oct 22nd
First part of these 24 hours
light breezes and fine weather
Latter part strong breezes
from N.E. Sounds &c. Lat 21°41'-N
Long 158°48'-W.

Monday Oct 23rd
All these 24 hours fresh
trades & fine weather
employed in setting, rigging &c.
Lat 20°37'-N

Continued

Tuesday Sept 24th 1867.

Clear 24 hours
Wind, Trades, Strong
S.S.W. by W. Employed in
taking Observations

Lat 21.28 N
Long 158.57 W

Wednesday " 25th

Clear 24 hours
Wind, Trades, Strong
S.S.W. by W, Employed in taking
Observations

Lat 18.27 N
Long 20.14 W

Thursday Sept 26th

Clear 24 hours, fine
Wind, Trades, Strong
Employed in taking Observations

Lat 15.25
Long 21.50

(Continued)

Wednesday Oct. 27th 1876

Employed 24 hours fine
Pleasant and warm
Latitude by Obs. 7° 4' S. Lon. 34° 51' W
At 6 A.M. made Bonavista
bearing W. Dist. about 10 miles
Hoisted off 2 Pilot boats

Sent 10 Men

Thursday Oct. 28th

All Employed 24 hours Light Variable Winds
At 2½ P.M. Came to Anchor
and Furled Sails At 10 P.M. Lowered the Pinnace
in the Hold took off the Powder
stood off and on through the night
At 8 A.M. hoisted out for Agoada
8½ in night At 12½ P.M.
Came to an anchor in the Roads
of Porto Praya. Washed Ship and
side and got up Fish tackles Fore
and Main hatches.

Continued

Sunday Oct 29th 1865

This day Steam pumps worked off the land
The Starboard watch on liberty
at 8 up down all hands come
on board ship at 8 AM

Monday Oct 30th

This day fine weather
at daylight got under
way and went in about 2 miles
to the Town
Employed in getting off water and
painting ship outside &c

Tuesday Oct 31st

This day fine weather
Finished getting off
water and painting ship
took on board a number of
Thousand of oranges and a few
Coconuts &c
All hands on board at Sundown.

Continued

Wednesday Nov 1st 1769

At 12 this day fine pleasant weather. Sent Starboard watch a shore on liberty Saml Gonson (one of the forward hands) and the Cook to get wood a Board which the latter stole the former several times. At 2 P.M. took them on board and put the Cook in irons, and dressed Gonsons wounds at Sundown the rest of the watch on board in good order, put the Cook in the after hole for the night

Thursday Nov 2nd

Fair pleasy Speak Traders took on board about three Thousand oranges and four Hogs &c. washed ship and cleaned our decks took the irons off of the Cook Gonsons wounds look nicely

(Continued)

Sunday Nov 3d 1861

This day fleet Tyrades took on board fifty prisoners Deserters from the Ogoki (Rebel Brig) on account of his bad conduct, and knowing them to be a dangerous span the crew protested against his going in the ship. Shipped two seamen &c

Saturday Nov 9th

This day fleet became Ships & the other boats and cleared up deck, and got the ship ready for sea took on board a lot of live sheep and bananas

Sunday Nov 10th Fleet about Ships as before Light Airs S.E. All hands on board got under way and stood out to sea steering S. by W. Hove to the Anchor and sent the Chaplain below Read Service and latter part Divine Service Steering the same as first

Lat 18,06 N
Long 23.21 W

Monday Nov 6th 1860

All these 24 hours light breezes Steamer & employed in fishing that boats for whaling &c

Lat 1.46. N
Long 22.40 "

Tuesday Nov 7th

These 24 hours light breezes, Steamer & Ship 40 m. S.S.W. cattle, &c still employ with sail, Head Black, Smith, Cooper & mind getting one. James Thomas (Boat steerer) took his Boat &c and went forward because Josiah Sisson was taken in his stead a boat steerer.

Wednesday Nov 8th

These 24 hours light variable winds and calm with misting rain employed in preparing blubber for boiling &c

Lat 2.43. N
Long 22.21. W

Continued

Thursday Nov 9th 1876
First part light
& hazy light partial
cloudy. Starting, South
Ambrigris & Boston Light
Middle and Latter part
light variable winds and
squally with rain and
thunder &c. At 8 A.M. pleasant
& hazy again, about 3
Called all hands, and blew
off the light tender and, down
the Inspection &c. The Main
Topgallant sail got loose
quite bad in the gusts.
Made various courses,
made about N.E. by E. Compass
so on
Lat 40.09 N
Long 22.21 W

Friday Nov 10th
Fresh & hazy, began
with light winds & calm,
Middle and latter part
more fresh & hazy
Steering N.E. by E.
employed in repairing main
Topgallant sail.
Two sail in sight
Lat 42.21
Long 21.32

Saturday Nov 11th

Continued

Thursday Nov 14th 1861

[illegible]

Friday Nov 15th

[illegible]

Saturday Nov 16th

[illegible]

Friday Nov 17th 1865

Thus 24 hours
from leaden the Earth
heading [illegible]
wind [illegible] thunder
the [illegible]
Painted the Larboard Boat
Lo empty the day
Set 2.02 Pt
Emp 27.12 "

Saturday Nov 18th

Light part of these 24
hours fresh leaden middle
and latter part strong breeze
All [illegible] Looks in the morn
[illegible] Sail [illegible] one reef in the fore [illegible]
heading about East by N the
wind S. Broke out Cutter
Prompter Albergo Mendelsohn
Cork and boat steer.
Set 2.12 Pt
Emp 28.24 "

Sunday Nov 19

[illegible] Light breezes the dark
cumulus Single Rainbow [illegible]
Middle part more moderate latter
part strong breeze [illegible]
heading S.E. by E and E by S
by the wind

Set 5.49 "
Emp [illegible]

Continued

Monday Nov 20th 1865.

Fleet 24 hours from trades heading S by E ½ E off land in sight heading to the northward. Rope mid main top gallant sheets and blocks

Lat 7.52 N

Tuesday Nov 21st

Fight and muzzle part of first 24 hours fleet lighter part steering heading S.S.E ½ E and S by E ½ E by the wind. The main gaff track rope parted. replaced with a new one. One sail in sight. Saw a fin back by 32 gun known camp the party has reduced log 6 knots from three hundred to one hundred strokes.

Lat 9.16 N

Long 30.31 W

Wednesday Nov. 22nd 1876
There sky lower began with
strong breeze middle &
and latter part more
moderate Steering S. by E.
Broke out Beans, gave
crew apples and a Cask of Pork
Lat 12.02 N
Lon 20.41

Thursday Nov 23d
First and middle part
of these 24 hours fresh
Trades Latter part moderate
Steering S. by W. ½ W.
Saw saw a sail and
main Top Gallant Sail

Lat 14.13 S

Friday Nov 24th
First part of these 24
hours moderate Trades Set
royals Lee Lower & Stays
sail by W Latter part more
the same as first
Employed on Setting up Rigging
Rigging Took a Lunar observation
by observing the distance of the Moon
from the Sun

Lat 11.40 S
Lon 31.11

Continued

Saturday Nov 25th 1865
Fleet 24 strong, began with light breezes from S. middle part a fine breeze from E.N.E. latter part moderate
Steers S. and S.by W
Sent a new fore topmast Staysail

Lat 17,20 S
Long 21,31

Sunday Nov 26th
Fleet 24 having light breezes from E.N.E & N.E
Steers S. & S.W
Sent down the fore Topsail and repeaired it and bent again. Orge Tucker was Taken by the Jaws on the Foot tuck

Lat 19,14 S
Long 32,17

Monday Nov 27th
(All) Fleet 24 sail, light breezes from N.E to N.N.E. Steering S.S.W Sent down the fore Topsail and repeaired it and bent again. Orge Tucker was Taken by the Jaws on the Foot tuck

Lat 19,14 S
Long 32,17

Continued..

Thursday Nov 28th 1861

Lat 24 hours begin with light breezes from N.W. & N.N.W. & fine weather. Middle and latter part thick and rainy the wind veering from N.W. to N.N.E. & N.E. by E. & so on said Thursday to the north and eastward

Wednesday Nov. 29th

These 24 hours begin with thick rainy weather middle and latter part more pleasant the wind veering from N.E. by E. N.E. & E.N.E. by E. & so completed about 4 o'clock P.M.

Lat 22.16 S

Long 93.02

Thursday Nov 30th

These 24 hours light breezes from E.N.E and sometimes East. again made a set of boards for the men to stand in forward the most part. Caught a Bonito

Lat 22.38 S

Long 93.51

Continued

Friday Dec 1st 1860

First 24 hours a fine breeze from N. W. N. N. E and moderate squalls steering S. W. by W. under sail in night 20 miles per day.

Lat 21.41 S
Long 94 31

Saturday Dec 2nd

First 24 hours began with a fine breeze from N. E. and moderate steering S. W. by W. ½ W. under sail middle and latter part moderate and light winds and calms. Saw many birds and the Tropic bird.

Lat 23.26 S

Sunday Dec 3d

First 24 hours began with strong breeze from N. E. steering S. W. ½ W. under sail middle and latter part moderate and light winds and calms. Saw many birds and Tropic bird.

No observation

Continued

Thursday Dec 4th 1862

The 24 hours begin with light airs and fine weather pt in P.M. hard squalls from S.W. Steered N.N.W. the wind is veering to W.S.W. close reefed the foresail and disposed reefed the main topsail & lashed to the wind on the Starboard tack heading E.S.E. At 12 midnight more Thick and blowing E.S.E. At daylight to most moderate & made sail according to Log ends Thursday

Lat 26.11
Long 27.41

Friday Dec 5th

All the 24 hours strong breeze and rugged seas by the wind on the port tack heading S.W. by E. At 8 A.M. reefed the topsails at 10 A.M. shook them out again.

Broke out Hold and water.

Lat 27.56

Continued

Wednesday Dec. 6th 1865.

Takes 24 hours, heavy breeze from N. steering by the wind on the port tack. Middle and latter part strong gales from the same, and thick lowery weather the Bank under reef Topsails foresail &c., at 8. am kept off S.W. by S., to ends the day

Lat 29.12 N
Lon 88.04

Thursday Dec. 7th

Takes 24 hours begin with a strong gales from S.E. by the Bank by the wind on the port tack at 2 P.M. saw a brend, Hove to kept off Westerly kept off for it at 3½ P.M. saw a Brig Middle part moderate the wind veering round to S.E. latter part strong gales from the same steering by the wind on the starboard tack

Lat 29.39

Friday Dec. 8th 1865

These 24 hours begin with a strong breeze from S.W. at 4 more moderate at 10 A.M. the wind veering round to S.S.E. and blowing at 6 P.M. employed the Topsails Latter part blowing a moderate gale and raggy on sail in sight at

Lat 31.19

Saturday Dec. 9th

These 24 hours begin with a moderate gale from S.S.E. the Dark at the Starboard tack at 6 P.M. observed rate. The Lower Topsail and more Ship Middle and latter part more moderate at 7 A.M. observed Ship and Leaders S.W. by S. and made sail as it moderated

So ends These 24 hours

Lat 31.46 S

Long 28.01

Continued

Sunday Dec. 10th 1865

Fresh part of the 24 hours a fine breeze from W. by N. all sail out the Jack by the wind on the Starboard tack. Middle part light airs and calms from the southward and eastward latter part a fine breeze the wind gradually hauling to the eastward Steering S. by E.

D. Run 82.11
Lay 89.28

Monday Dec. 11th

First part of these 24 hours a fine breeze from S. Middle for the most part and latter part steering more from S. and by W. the latter steering S. by E. ½ E. (the) Courses and Distance Run

D 79.17
Lay 91.21

Continued

Tuesday Dec. 12th 1865
The 24 hours begin with
a strong breeze from S.by E
and thick hazy weather
At 1 P.M. the wind changed
to S.W. & the first blowing
fresh from that quarter
It shifted westward by the wind
veering in the first and second
watch and fell calm
towards the day

Lat 33.01 S
Long 49.42

Wednesday Dec. 13th
The first part of the 24 hours
fresh breeze from S.W.
Middle part more moderate
latter part light airs and
calms working to westward
by the wind & sent down the
fore sail and repaired it

Lat 32.30 S
Long 44 36

Thursday Dec. 14th
The 24 hours begin with light
airs and calms, middle and latter
part fresh breeze from S.by.E
Steering W.: sent down the main topsail
and repaired it and bent again.

Lat 32.41 S
Long 47.02

Continued

Friday Dec. 15th 1865

The 24 hours begin with
fresh breezes from N.W. & W.
Middle part moderate latter
part a fine breeze from South
Steering various courses. One
sail in sight. employed
in making a new fly jib
Rigged up a new gaff for sail
and put in it. Saw Grampus
and six turtles.

Lat 32.49 S
Long 4 8.17

Saturday Dec 16th

Those 24 hours begin with
a fine breeze from the South
Middle part blowing fresh latter
part more moderate throughout
the 24 hours made

Lat 32.52 S
Long 49.11

Sunday 17th

These 24 hours begin with fine
breze middle part much the same
latter part more wind and ugly.
Steering South at 1½ P.M. saw
whales, a head comeing to windward
lowered all three boats struck and
killed. at 4. P.M took him along
side and commenced cutting and took
his jaw that night commenced again at daylight
got the head off at 10½ A.M. Cut away on the
body, &c

5 Sperm Whales

Monday Dec 18 1865

First part of the 24 hours fine weather Middle part rain sleet and thick snow weather latter part fine weather At 7 P.M. commenced cutting and at 8 A.M. started the work, we got there 2 hours

Lat 33.51

Long 48.17

Tuesday Dec 19th

The 24 hours began with fine weather from the southward middle part blowing a moderate gale and sometimes at 11 P.M. backed round. Latter part more moderate At 8 AM started the work again

Lat 33.55

Wednesday Dec 20th

All the 24 hours fine pleasant weather employed in boiling off Bunker the distance Back by the wind

towards there 24 hours

Lat 33 4

Long 49.52

Continued

Thursday Dec 21st 1865
All the 24 hours fine weather
from the southward and eastward
the Pack on the starboard tack
by the wind finished sailing
and stowed down about 7 PM

Lat 54.02 N
Long 44.47

Friday Dec 22nd
Dec 24 hours fine breezy
from S.W by S and SSW and
the Pack on the port tack
by the wind. Finished stowing
down and washed ship, one
snowfall & dark in night and one
in haze

Lat 54.21 N
Long 42.16

Saturday Dec 23rd
Dec 24 hours
a fine clear from S.W by S leading
S.S.W & S by S hove to the middle and latter part. Fine
clear from W.S.W to S and thick
weather SE by S to SW to the port
tack with S.S.E breezes Dec in Long

Lat 54.12 N

Sunday Dec. 24th 1865.

[illegible] with a moderate gale, from N.E. the fore part [illegible] headed off & on, packed sail, hove to 5 A.M. Middle and latter part more moderate & more variable so that we made sail accordingly. One sail in sight.

Lat 94.07 N
Lon 42.11

Monday Dec. 25th

First 24 hours, begin with a fresh breeze from E. by the middle and latter part moderate & variable standing off & on under all sail heading in towards the land, reefed four times during the 24 hours

Lat. 94 27 N

Tuesday Dec 26th

First part of these 24 hours moderate weather and very pleasant & the greater part of the time [illegible] under all sail. Middle part more fresh & cloudy, the wind changed suddenly to S.E. & blowed strong took in the [illegible] and [illegible] the latter part moderate & fair weather [illegible] standing off & on under all sail heading in towards the land

Lat 94.00
Lon 42.11

Continued

Wednesday Dec 27th 1865
Light and middle hard
frost 24 hours during last
night and most moderate
Wind during day.
Sunset 4h 31m
Rise 8h 4m

Thursday Dec 28th
Frost 24 hours, began with
a fine clear sky, the moon
was shining brightly
until midnight, when it
became cloudy, there
was a slight fall of snow
during the 24 hours, two inches
in depth.

Friday Dec 29th
Frost 24 hours began with
a fine clear sky, the moon
with which the wind varies and
the weather during night
was, at 8h, the hoar frost
was under the feet.
Regarding 9h, One Dozen digged
Potatoes, grown from S.S.B
Set 3h 02m
Rise 7h 41m

Saturday Dec 9th 1865

Light Sun Dogs, these 2 very large bright rainbows, S.E. & S.W. Middle part more rounded Cirro Stratus blowing strong from S.E. to N.W. heavy Stratus N.E. & S.W. Thin clouds

Lat 39.26. Long 43.

Sunday Dec 10th

Light airs & calms, these 24 hours begin with long regular rollers from S.E. the middle part more moderate and steady with some gain latter part strong breeze from N.E. heavy Stratus N.E. & S.W.

Lat 39.17 Long 43.24

Monday Dec 11th 1865

These 24 hours begin with strong breeze from S.E. by E. & E.S.E. and gradually veered to N.E. by E. & E.N.E. the latter part strong gales with heavy squalls of rain & hail, middle part moderate & cloudy with occasional squalls of rain & hail, latter part fresh breezes & squally with heavy showers of rain & hail

Lat 39.40 Long 43.06

Continued

Tuesday Jan 2nd 1866

These 24 hours begin with a moderate gale from N.N.W & at 4h. P.M. more moderate fine wind veering to N.N.E & veered N.E. and E.N.E. & middle part light veering from E.N.E to E. & E.S.E. Stowed & set sail to the main yard &c

Lat 33.41 S
Long 49.02 E

Wednesday Jan 3rd

First part of these 24 hours fine & pleasing breeze from E.N.E. & E. at 4h. A.M. hauled to the wind heading S. with all sail set to the main yard veering from E. to E.S.E. & S.E. & S.S.E. & S. & S.S.W. & S.W. & W.S.W. & W. & W.N.W. & N.W. & N.N.W. & N. & N.N.E. & N.E. & E.N.E. & E. &

Thursday June 4th 1868

Light airs and hazy. Strong breeze and rugged at 8 A.M. Sandown veered. Thick hazy weather. At 9 A.M. saw whales at 9 A.M. called to the boats. At 9 A.M. saw all whales two points on weather bow going to windward carried all possible sail and worked towards the whales at 11 A.M. lowered two boats 9 A.M. quite near them they took a fresh start to windward the boats returning then.
Two merchantmen in sight
Standing there 24 hours
Lat 53.10, S.
Long 40.48, W.

Friday June 5th

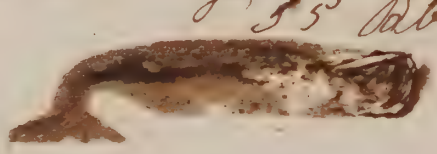
Fine weather at 8 A.M. the 24 hours
ending fresh breeze from S.E. and
a high sea running two boats in chase
The whales at 9.15 A.M. became scarce
the whales out of sight to windward
Middle and latter part open
heavy hopeless the windward for
the whales no nothing more of
them, standing there 24 hours

(Continued

Saturday Jan 6th 1866

Last 24 hours, begin with a fine breeze from S.E. and pleasant weather, the last on the starboard tack by the wind at 4 A.M. raised whales two points on weather bow about 5 miles off going each about 4 knots two boats and pursued & struck and killed at 6½ A.M. took the whale alongside got on the mincing gear and began to cut the blubber from through the night at daylight commenced cutting at 12 M. finished on deck 60 yards fine 24 hours with a fine breeze from S.W. and pleasant. Employed cutting and mincing blubber

55 Bbls.



Sunday Jan 7th

Last 24 hours fine, fresh breeze from about S.E. pleasant weather employed in the usual sailing boat duties at 8 A.M. started the work as ends there 4 hours in cutting and a boiling.

Lat 32.16 S

Long 48.24

S

Monday Dec 3rd 1866

Clear & Cold 24 hands pumping, Sam. the Fireman and Pleasant weighting bricks and Boilers gauged the Coal, Dayspring to Stockdale with the Mail Steamer.

Tuesday Dec 4th

Cold Fine Clear weather finishing Boilers and Stacked down about Thirty barrels. The Lawson left, and the Steamer

Wednesday Dec 5th

Light Rain & Mist. Pleasant and Harry finished blowing down and washed Out, gauged the Lawson. The Bark on the Southern Bath, came off & is about Three Days

Continued

Thursday Jan 11th 1866
Lat 24, long ... cape
with wind more from N.W.
Middle and latter part
more moderate and lowery
the latter ... at 7 A.M.
saw down ... ahead, in the north
at 10 A.M. ... on the port
bow, one sail in sight
Lat ... 1.29
Long 48.04

Friday Jan 12th
Lat 24 hours ... wind
from S.E. & S and lower
at daybreak ... in sight to
the N.W. at 8 A.M. hauled ... and
steered ... E.N.E. ...
passing ... the ... sail
Lat ... 22.17

Saturday Jan 13th
At 8 A.M. 24 hours ...
hours from S.E. to E.N.E. & E.
At 4 P.M. down took in sail and
steered ship to the north
at 12 M. steered her to the
South ... saw a ... sail
one sail in sight ...
about 8, 12, 2 ... this day
Lat 22.17

Continued

Sunday Lat 14 [illegible] 13:66
Dyed 24 hours ago, [illegible]
[illegible] in [illegible] and [illegible]
[illegible] Sick on [illegible] on [illegible]
[illegible] [illegible] [illegible]
and [illegible] left off [illegible]

[illegible] 13.20 [illegible]
Long 4 [illegible] 4

[illegible] Monday Lat 15 [illegible]
[illegible] part of [illegible]
[illegible] and a fine breeze
& steered the [illegible]
then tacked to the windward
the port tack at 7 O'Clock
Make the Island Staten
Eyelet 26 days from Jamestown
bound to Buenos Ayres, got [illegible]
papers to [illegible] 23d, Middle and
latter part moderate & clear
bounded on English Bank Circle
[illegible] Scattered) & the [illegible] Montevideo
bound to N. York, sent letters
by her, the Bank on the [illegible]
Staten Island [illegible] this day
Lat 34.45

Continued

Tuesday Jan 16th 1866

All these 24 hours light
variable weather from the
eastward Hauled to the N.E.
Pm inclined to the wind
veered to the southward the
remainder of the day. One
whale in sight steering off
to the southward and eastward
Lat 39.42 S

Wednesday Jan 17th
These 24 hours fine clear
pleasant weather & moderate
variable winds from the N.E.
to the N.W. & W. Employed
getting casks on board
At 12 M. the wind N.W. & blew
a moderate gale close reefed sails
and steered to the Southward
Lat 39.[illegible] S. Long 68.42 W.

No observation

Thursday Jan 18th
These 24 hours begin with
light breezes from W.S.W. to
W.N.W. & pleasant weather
Hauled the head sails to
the N. at 6 PM, & steering East
from N. to the North under double reefs
main topsail and jib the wind
strengthening at 9 PM. handed the main
At 12 PM the wind N.N.W. & blew
a moderate gale close reefed sails
and steered to the Southward
Lat 39.[illegible] S. Long 68.42 W.

Friday Jan 19th 1866

Total 24 hours begin with a moderate gale from S.W. the Barkan the fore top sail middle part double reefed also main Topsail at 4 P.M. more moderate set the fore sail and closed reefed fore Topsail middle part moderate at daylight made all sail, wind S.W. by S. latter part very light airs steering N.E. required by Pilot and hen a new fore Topsail. Found Sailes in sight.

Lat 32.57 "
Lon 49 20 "

Saturday Jan 20th

Thes 24 hours begin with light airs Lon S.W. middle and latter part Lon fresh Lon at 4 P.M. the Barkan the Mr Otaph steering N.E. at daylight hen P.M. replaced the Topsail, and Carried it as the main, and a new Fore sail Two sail in sight

Lat 33.14 "
Lon 48.02

Sunday Jan. 21st 1866
[illegible] 24 hours begin,
with fine, clear, strong N.W.
breeze & [illegible] smooth
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Tuesday Jan 23 D. 1866
First part of these 24 hours
fresh breze from S.E. by E.
at 2 P.M. reefed Mizzen & the
north Middle and latter part
strong breze from S.E. & E. and
rigged the Bark under double
reef Topsails and foresail
one sail in sight steering
N.W. by W.

Lat 22 42
Lon 48.47

Wednesday Jan 24 D.
These 24 hours begin with
strong breezes & Eastward
at 1 A.M. close reefed the
main Topsail and handed the
fore sail latter part blowing
a moderate gale from S.E. by E
and raining hard. Set the Larboard
boats up the watch employed on
the Bark as the Starboard watch
under. a. close reef main Topsail
fore top mast Staysail and spanish
Spencer, so ends these 24 hours

Lat 22.24.S
Lon 49.24 W

(Continued

Thursday Jan. 25th 1866

These 24 hours begin with a moderate gale from S.W.b.S. & S.W. quite moderate the wind varies & the weather rather hazy & cloudy and remains so at 8 A.M. varying as at noon & midnight blowing heavy & daylight more moderate latter part more moderate made sail standing by the Bark heading to the Southward

Lat 22 N

Friday Jan. 26th

These 24 hours begin with a fine breeze from S.W.b.S. to S.W. & S.S.W. reefed sails & set & kept on the Larboard tack standing to the Southward & Eastward, took in reefs, latter part moderate, & fine, at 8 A.M. saw a sail bearing by the Bark heading to the Southward, & set the fore sail, & so ends the day

Lat 20 08 N
Long 42 15 W

Saturday Jan 27 1866
First part of these 24 hours
very light breezes from S. by E.
Heading S. by E. Middle part light
airs and calms latter part
more steady
Steering N. W. by W. Caught a
Turtle, washed the Deck
Lat 32.16

Sunday Jan 28th
These 24 hours light
airs from S. by E. steering
W. N. W. at 2 P.M. saw a
Sail ahead on the Starboard
tack. Middle part
more steady, the same latter part
fresh breeze inclined to
the Northward of the wind on the
Starboard tack. Two Sail in sight
steering S. W.
Lat 32.15

Continued

Tuesday Jan 30th 1906
First part of this 4
hours fresh breeze from S.E
middle part wind S. and
decreasing Calm and S.W.
and sloping strong,
the Clouds by the wind
on the South Coast.
One Sail in sight
Lat 34.6 N
Long 48.12

Wednesday Jan 31st
These 24 hours began with
a strong breeze from S.W.
heading S. & under short sail
Middle part more moderate
at 10 P.M. veered ship to the
north at 7.30 a.m. heaving on
at 8 ordered the Fore Topsail
to ends these 24 hours blowing
a moderate gale from S.W.
Lat 34.40 S

Thursday Feb 1st 1866

1st 24 hours begin with a moderate gale from S.W. & W. the sun under double reefed main Topsail and Fore staysail reefing the mainsail part flowing staysail and reefing a 2nd time hauled the Foresail and reefed it. a 6. from close reefed the main Topsail. The gale increasing made all necessary preparations by wind veering to W.N.W. and gaining hard so as to split 24 hours

Friday 2nd Feb 2nd

First part of the 24 hours blowing a gale from W.N.W. middle part more moderate the wind veering to N.N.W. at the last part N.N.E. a fresh breeze with fine weather the middle part a little squally the Bark on the starboard tack with double reefed Topsails and Foresail &c.

Lat. 34°10.2
Long 47°17.2W.

Continued

Saturday Feby 3rd 1866

These 24 hours begin with a fresh breeze from W by S, for the most part. Middle part calm. Latter part a fine breeze from S.S.E. & S.S.W. with dark hazy weather. Caught a turtle broke out sugar ans Bean.

No observations

Sunday Feby 4th

These 24 hours begin with a fine breeze from S by E. and fresh weather at 4 A.M. saw land on the starboard bow the wind increasing double reefed the topsails at 5½ A.M. handed the courses and fore topsail and close reefed the main. At 8 the boats on the upper deck the main tackle blocks hauling down S.S.E. and tripping at 12 midnight blowing heavy the carpenter employed the rest of the watch. Latter part fine and blowing a gale of wind and high sea under a close reef main fore Topmast Staysail and main Storm [illegible] heads [illegible] 24 hours [illegible]

Monday Fe 4 to 5 1866

The 24 hours begin with a gale from S.W. To. We took in our storm sails heading to the Southward at 6 P.M. more moderate received ship bridle &c &c. more moderate towards midnight at the main Topsail reefed Fore sail at daylight a fine breeze from S.W. made all sail at 10 A.M. thick and rainy heading To the Southward & Two sailes in sight one whaler

Tuesday Fe 6 to

First 8 hrs of these 24 hours a fine breeze from the westward heading to the Southward bridle port light & pin latter part a fine little breeze from Southward Sent down the old main Topsail and bent another one. Passed the Dawson. Saw grampuses &c

Lat 52 10
Long 4 8 W

Continued

Wednesday Feb. 7th 1866

Fresh fore part of the day. 24 hours
fine hazy warm & pleasant
weather. Spoke the Bark Oriel
Fellows from London 400 Bbls
whale oil middle part calm
latter part fine little breeze fore-
noon heaving to. Saw
Grampuses caught a turtle saw
whales in sight employed in
repairing Fore Topsail
So ends this 24 hours

Lat — 32 26
Lon 48 [illegible]

Thursday Feb. 8th

First part of these 24 hours
light variable breezes middle
part calm latter part
light breeze from the eastward
Heaving to. Employed in
sight heaving to the northward and
Shifted the Topsails sent the old
one up forward and the new one to the
main

Lat — 32,32
Lon 47

Continued

Friday Feb 9th 1866

There 24 hours begin with a light breeze from the Eastward middle part blowing strong & hazy weather the Bank on the Southern Key. One sail in sight heading to the north. Saw a great many Porpoises. The Bank looking about the same How Recorded Strokes in 24 hours.

Remarks this day

Lat 24.22 S

Saturday Feb. 10th

There 24 hours begin with Strong breezes from E. middle and latter part blowing a moderate gale from E, NE, E and raining. Heading to the north and Variable. Saw many Porpoises

No observation

Continued

Sunday Feb 11th 1866

Rec'd 24 hours beef with
a moderate gale from S.W.
Starting it to north at 8 P.M.
veered ship to it south
The Bark under short sail
middle part the same
latter part more moderate
set fore top mast and close reefed fore topsail
Sounds 24 hours
Lat 24.40

Monday Feb 12th

Fresh gale and clear head sails
Steering breeze pass
the Middle part blowing
heavy with some rain the
wind veering more to the N
latter part moderate gale
from the N and raggedy weather
heaving to it. Eastward.
The Steward off duty on account
of sickness

Lat 24.50 S
Long 46.20 W

5 6
1 6
7 4

Tuesday Feb. 13th 1866

These 24 hours begin with a moderate gale from north reefing & the earthen under short sail & sometimes more moderate & fine. Wind varied to E. & N. made zone said at 11 pecans or. took up the Fore topsail at daylight & stow same upon it, by 2 pm Fore topsail set & main sail reefed & stowed on the foretop. Gamen the osprey 200 lbs all told one more sail in sight to end the 24 hours.

Lat 84.07
Long 86.21

Wednesday Feb 14th

First and middle part of these 24 hours steer from 2,30 pm, N.N.E. & N.E. & rugged latter part more moderate all sail set heading N the northward and westward. The osprey in sight steam off about N.E. Sun & Sunspurs, and breaches

Lat 92.18
Long 87.01

Feb 15. P.M.

Calm throughout 24 hours
fresh breezes from S.W.
and suggered by the wind
on the port tack. at 7 A.M. kept
off N.N.E. one sail in sight
Broke out Bunton
sounds this day

Lat 31.41
Long 47.12

Feriday Feb 16 P.M.

First part of the 24 hours
fresh breeze from S.W
at 1.P.M. hauled to the wind
on the port tack at 3.P.M.
Dit. Resolved hauled made a
reef in T.G.sl. middle and
latter part moderate one
whaler in sight. gave
new main Topsail shalliards
headsails to the north and west through
the night Lat 31.41

Saturday Feb 17th 1866
All these 24 light Variable
winds and calm saw quite
a number of Cranes &
a whale in sight. Recei-
ved main clew garnets
fitted one of the mizzen
shrouds, & rigs the cross
Lat 21.51
Long 48.12

Sunday Feb 18th
These first of these 24 hours
light airs, gained the Bark Sarah
Boyd Luther motion & commenced leaving Fayal
Pico & Graciosa, & Set a fine
breeze from S, SE & E. Two whales in sight
& one method man.

Lat 22.22
Long 47.24

Monday Feb 19th
These 24 hours, begin with
fine breeze from N, NE, E, SE
steering S, SE, & E, at sundown
shortened sail, and stood S, SE
middle and latter part, Set sea
breeze from NE & more latter part
steered E and NE & E. Two
method man in sight and one whale
was this 24 hours
Lat 20.40

Continued

Tuesday Feb 20th 1866
All these 24 hours fresh
breze from S.W.S., at 4 P.M.
luffed to the wind on the port
tack at 8 A.M. passed ship
headed N. one whaler in sight
to the S.

Lat 39° 51'
Lon 49° 29'

Wednesday Feb 21st "
These 24 hours fresh
breze from S.W.S. & S.W.S. at
8 A.M. passed ship to the South
& at noon passed to the north.
one whale in sight

Lat 39° 29'

Thursday Feb 22nd "
First and middle part
of the 24 hours light
breze from S.W.S. at
6 P.M. passed ship headed E.N.E.
from 6 A.M. to 9 A.M. calm heavy
at 9 A.M. had a shift of wind
to S.S.W. steered S. by W. Three
whales in sight steering to the
northward and eastward.
Broke out Flour, rations this day

Lat 39 40
Lon 48 02

Continued

Friday, Feb. 23rd 1866

These 24 hours the
breeze from S.W.
the Bark by the wind
on the port tack, Shore in
the Bracelets (Spun)
Two more whales in sight

Lat. 33.04 S

Thursday Feb. 24th

First and middle part
of these 24 hours fresh
breeze from S.W.
Latter part blowing strong
from W.S.W. The Bark
under storm sails heading
to the southward
towards these 24 hours

Lat 33.28 S
Long 48.58

Sunday, Feb 25th

These 24 hours begin with
a moderate gale from W.
Middle part more moderate
the wind veering more to the N.
latter part light airs from N.E.
heading E the Bark
one whale in sight

Lat 33.08
Long 48.08

Continued

Monday Feb 26th 1866

All these 24 hours light breezes varying from S.S.E. to E.S.E. and very pleasant weather the Bark lay the same on the Starboard tack.

Employed in the rigging &c

The Steward empowered a Letter

Lat 04.20.S

Lg 47.57.W.

Tuesday Feb 27th

These 24 hours light breezes from E. to E.N.E. and westward mid very pleasant weather. Saw a great many Grampuses. employed in the rigging &c.

Lat 03.32

Wednesday Feb 28th

All these 24 hours very fine pleasant weather with light breezes from the Northward and Westward heading to the Eastward. One Mr Cochran came in sight Standing S.W. we ran up the Ensign

Lat 03.21.S

Lg 45.12

Continued

Thursday March 1st, 1866

These 24 hours begin with fine breezes from the northward at 4 A.M. they having set in at Midnight from S.W. by S. squally with rain and lightning the latter part of the Watch, T.S.S. Scotia first blowing strong & squally with showers of rain the Dark under which we sail Our Sailing in sight of Hatteras & the northward & eastward bounds that 24 hours

Lat 34.11 N

Friday March 2nd

These 24 hours begin with heavy weather blowing N.N.E. and N.N.W more moderate the wind veering N.N.E at 9 A.M. blowing heavy Closed reefed the main Topsail & handed the Fore the Bark on the Starboard Tack at day light more moderate upon which we bore up & made sail according to the light off C.F.G.

bounds that 24 hours

Lat 33.30 N

Long 78.07

Continued

Saturday March 24 — 1866

First part of the 24 hours fresh breezes from S.W. Steering N.N.E. & Sundown, Lufferd to the wind, hauled by the Spindle and Cattle, but light breeze from the Southward and Eastward. Three merchantmen in sight and one to leaward. The Steward turned to duty at 10 minutes past this day

Lat 32.47 "
Long 0 - 0 "

Sunday March 4th "

First and middle part of these 24 hours, light variable breezes, latter part a fine breeze from N.N.E Steered W and W.S.W. One merchantman in sight to Steerboard about 8 or 9 miles.

Lat 32.025
" 4 9 W.S

Monday March 5th "

These 24 hours begin with a fine breeze from about N.N.E Steering S.by W. at Sundown Lufferd to the wind on the Starboard tack at 8 A.M. Steered S.S.W. Wind N.N.E and a little squally breaks out Slight Ashfalls

Lat 34.00

Continued

Tuesday March 6th 1866

Today 24 hours, begin with a fine breeze from N.E. Middle part some squally & gone dull & lightning through the night, latter part pleasant & the wind veering more to the westward steered S, E, E, ½ S and N, E, by N

Sounds 1st 24 hours,
Lat 23.13 S

Wednesday March 7th

First part of 1st 24 hours a fine breeze from E.N.E, Middle part squally latter part veering a moderate gale from S.E. Steered S, ½ E. S, E and N, ½ E. One Boy fell sick on the fore stack by the wind

Lat 21.26 S
Long 46.28 W

Thursday March 8th

These 24 hours begin with a moderate gale from S.E steering N. ½ E, under double reefd main topsail and fore sail & fore & aft reefd main topsail and hauled the Fore sail & lashed it to the rail on the Starboard stack Middle and latter part more moderate but squally the wind veering to the South, One in hospital with a bad sore throat.

Lat 20.52

Continued

Friday March 9th 1866

Then 24 hours begin with
fresh breezes from S.S.E. and squally
heavy S.S.E. middle part
much the same latter part
a fine breeze from S.by E. at
day light, wind shifted to the
westward. So ends the 24 hours
Lat 31.11 L

Saturday March 10th "

First part of these 24 hours
fine breezes from S.by E. to S.S.E
and pleasant middle and
latter, wind S. and S.by E
heading to the southward.
Spoke out Brig Two Sailes
in sight

Lat 31.42 L

Sunday March 11th "

Then 24 hours light
breeze from the Southward
and Eastward, the Bark
on the port tack by the wind
at day light, sighted Bark
four points off lee bow in Pursuit
of us. So ends the 24 hours
Lat 32.00
Long 44.15

Monday March 12 1866

Pm 24 hours begin with
fine breez from E.S.E
heading S. at 1½ P.M saw
one boat about 7 miles off
one point off labour pudlico
to bring board at 2 P.M saw
the whales two points on weather
bow heading about E.N.E.
from two until four thick lowery
weather, about 2½ P.M lowered
the larboard boats and pulled to
windward about 2 - lowered the
Starboard boat, chased the whales
until out of sight to windward.
got along side about 6. P.M
The Bark old Fellow took
her boats up about the same time.
had a gam in the evening saw
saw the whales about 12. M. but could not
get near them. worked to windward
the remainder of the 24 hours, the wind
varying from E.S.E, E.S.E at daylight
the old Fellow in sight

Lat 32..31
Lon 44..48

(Continued

Tuesday March 15th 1866

All these 24 hours fine
breezes along the Eastward
first part heading S.S.E. by the wind
about twenty minutes before 8 am down
rose a whale one point abaft weather
beam about four miles off. lowered
two boats and pulled to windward
until dark. saw nothing more of him
steered off W.S.W. S.W. by W and S.W.
Six hours during the night the rest
part laid with main yard aback
latter part steered various courses.
one whaler in sight. saw a fin back
passing these 24 hours.

Lat 32,0 N
Lon 44,1-2 W

Wednesday March 14th

These 24 hours begin with
fine breezes from S.S.E. heading
by the wind on the starboard tack
middle part moderate the wind
veering to N.N.E. rose ship at
daylight the odd fellow in sight to
windward bore at 6½ AM rose
a whale of small whalebone about
two points off lee bow. about 8 miles off
heading by the wind with the ship
at 8 AM lowered the larboard boats
and pursued them about 5 leagues. the
starboard boat. the odd fellow lowered about
half past eight. the whales increased some thing
and sailed to windward the boats pursuing
them at noon this 24 hours

Lat 32,40 S
Lon 41,12

Continued.

Thursday March 15th 1866
First 24 hours begin with fine breezes from N.N.E. all that day & long chasing whales to windward. about 4 P.M. whales out of sight gave up the chase. got on board 2 plumbers. The Odd Fellow port left on board some time before. worked to windward through the night. latter part light breezes from N to N.N.W and a little drizzling rain heading by the wind on the port tack. saw nothing more of the whales. So ends the 24 hours

Lat 32.30. S
Long 44.22. W

Friday March 16th
First part of these 24 hours light breezes from N.N.W heading to the westward Middle and latter part wind about N.N.E veered ship to the Eastward. at daylight the Jack Odd Fellow in sight. Two fours on weather quarter. at 11 A.M. saw a shoal of small whales about 2 points on weather bow. about 5 miles off going quick to windward

Lat 32.24. S
Long 44.42. W

Continued

Saturday March 17th 1866

All these 24 hours light breeze varying a little from N. to E. At 1 P.M. lowered for whales, fowl pointed for bad weather began 2½ miles off going quick about N. by E. chased but couldn't overtake them at 4 P.M. whales out of sight. got on board at dark the Dark Gold Fellow about ½ mile to leward apparently a whaler veered ship twice during the night latter part on the starboard tack by the wind. The Gold Fellow in sight to leward

Lat 32.02 S
Lon 44.21

Sunday March 18th

These 24 hours fine breezy from the northward and eastward and pleasant heading by the wind about 12 hours at Each tack one whaler in sight.

Ends these 24 hours

Lat 31.58 S
Lon 44.42 W

Monday March 19th 1866

First 24 hours begin with
light breezes from N.E to E.S.E
E by S & E 3/4 P.M raised the
Bark Alto N.E a cutter and a boiler
had a spar in the evening Retook
four small whales. has got about 120 bbls
all told Middle and latter part
fine breezes from the same. The Bark
on the port tack by the wind & Down
picked up a small whale and then
in sight. The Alto in sight.

Pd on 2 First 24 hours
Lat 22.14 S
Lon 45.00

Tuesday March 20th "

All the 24 hours fine
breezes from the northward and
eastward. Employed on the blubber
started the works about 4 P.M. Fires
cooled down about 4 P.M. latter
part cleaning up deck &c.
The Bark on the port tack by the
wind. At 10 AM rose Trinidad
21 points on weather bow about
5 miles off going about S.S.E. We
pronounced the ship Wasserstein
and get run of them.

Pd on 2 the 24 hours

Lat 22,30
Lon 44 22

Continued

[illegible] March 21st 1866
All these 24 hours fine breezy
from S.W. and pleasant
at 5 P.M. lowered for whales
& about 8 struck at 11 took
him along side. through the night
got up the cutting gear and made
preparations for cutting at daylight
commenced at 12 h. and had the head
off and the fore in. 20 brls this day

110 Bbls

Thursday March 22nd
These 24 hours light breezy
and pleasant weather employed in
cutting and boiling. at 2 P.M. down with
the fore and back fins & finished
the works at daylight stowed down
to the case. bailed it &c.

Lat 32.02
Lon 64.37

Friday March 23d
These 24 hours begin with
fine pleasant weather gained S.S.E.
Middle and latter part light
airs employed cutting in blubber
and boiling.

Lat 31.46
Long 64 37

Continued

Saturday March 24th 1855

These 24 hours light airs from the Eastward and pleasant weather employed in boiling and stowing down at daylight saw many small whales near the ship lowered two boats. missed them and got fast, too windward. h. d & Come on board the whale, going quick to windward. (hope to have better luck next time.

Lat 31 49 S
Long 44.29

Sunday March 25

All these 24 hours fine clear from the northward & Eastward employed employed in boiling and stowing down at 9½ AM saw whales six miles off going to leeward worked towards them &c

Lat 32.09 S
Long 44.17

Continued

Thursday March 26 1863

These 24 hours light breezes and pleasant. Whales in sight to Starboard at 1 P.M. lowered two boats and stood them about S. Steered East took him along side about 7 stowed down all through the night and shifted water at 7½ A.M. Commenced cutting at 12 M. had him on deck to ends the 24 hours

40 Bbls

Lat 32.10
Lon 64.18

Friday March 27th

Fresh and moderate, hazy at times these 24 hours light breezes from the westward and eastward. Commenced to cut in Sperm Rainy the wind hauled to S.S.W. the remainder of the day pleasant Employed in bailing and stowing down. Three whales in sight

Lat. 32.06
Lon 64.21

Wednesday March 28th 1866
Obs. Fired 24 hours fine
pleasant weather from the
Southward and westward got
through boiling about daylight
Stowed down a number of casks
and cleaned up a little ship
Lat jammed in bunge quite wet
Lat 3.1.15
Lng 44..27

5 hours (cap) March 29th
Fired 24 hours light
breezes from S. to S.W.
and pleasant. pumped
blowing down wet washed ship
the deck on the starboard tack
through the night at daylight
wore ship and made sail
Ends the 24 hours
Lat 2.20.1,2

Friday March 30th
These 24 hours begin
with light airs from S.
midd & and latter part
wind N. and pleasant
weather steering S.E. and S.S.E.
Sow whales in sight. employed
washing and cleaning decks &c.
Lat 2.2.1.2
Lng 44.20

Continued

Saturday March 31st 1866

These 24 hours begin with fine breezy from N. and pleasant weather. Steering S.S.W. & S.S.W. & S.W. & W.S.W. & W. wind on the Starboard Tack Jammed the Bark, Ida and Capn. Dawson, Middle and Platter part with the same as last laid with main yard aback through the night latter part steered, we employed about deck Three whales in sight

Lat 32.24 S
Lg 44.59 W

Sunday April 1st

First part of these 24 hours fine breezy from S.S.W. & S.W. & W.S.W. & W. wind on the Starboard Tack. Middle and latter part a little hazy wind N.N.W. pleading N.W.

Lat 29.08 S
Lg 47.06 W

Monday April 2nd 1866
Lake 24 hours reg.
Pelee from N.N.E.
and Kary heading to the
eastward by the pumped
Sanded the Bark Otto
left him have a bill to and
Molasses. Employed in repairing
old Cask and ordinary duty.
Thermo this day
Lat 42,18
Long 44.01.

Tuesday April 3rd
First and middle part
of these 24 hours light breezes
from N.N.E. Heading, E and N.E.
latter part each pleases from N.E.
and thick foggy weather. The
Bark Otto and Dawson in sight
occasionly. All three of my heading
N, N.E, E. The Barke leaks about
Nine hundred strokes in 24 hours

Lat 21.47

Continued

Wednesday April 4th 1866
First part of these 24 hours
[illegible] middle part strong
[illegible] and strong [illegible]
[illegible] the fore sail and [illegible] Topsail
[illegible] but fine moderate [illegible]
[illegible] to the north. weather [illegible]

Lat Obs. S.
Long Ded. W.

Thursday April 5th
First [illegible] part [illegible] with
[illegible] [illegible] [illegible] Latter
[illegible] the middle part a little squally
Latter part [illegible] [illegible]
heading to the westward under short
sail [illegible] in making
[illegible] for cutting [illegible]

Lat Obs 31, 1' 2
Long 4.4', 44

Friday April 6th 1866

These 24 hours begin with
fresh breezes from S and
ragged clouds & the weather
fine but pleasant again towards
P.M. & a few hours after sunset a
fine aurora appeared in the N.E.
part which at 8 P.M. was
nearly overhead & then
gradually faded away. At 4 A.M.
the wind was S.W. light
& the sky clear. At 8 A.M.
the wind was S.W. by W.
light & the sky clear. At
Noon the wind was W.S.W.
light & the sky clear. At
4 P.M. the wind was W.S.W.
light & the sky clear. At
8 P.M. the wind was W.S.W.
light & the sky clear. At
12 P.M. the wind was W.S.W.
light & the sky clear.

Saturday April 7th

These 24 hours begin with
light airs & calms & the
weather fine. At 4 A.M. the
wind was W.S.W. light
& the sky clear. At 8 A.M.
the wind was W.S.W. light
& the sky clear. At Noon
the wind was W.S.W. light
& the sky clear. At 4 P.M.
the wind was W.S.W. light
& the sky clear. At 8 P.M.
the wind was W.S.W. light
& the sky clear. At 12 P.M.
the wind was W.S.W. light
& the sky clear.

Lat 21.24 S

Continued

Sunday April 5th 1846
First part of these 24 hours
light winds & fine weather
with calms, middle and latter
part light airs, veering the points
Easterly to S.S.E. & S.E. & by E.
& by E. and S.E. & E. & S.E.

Lat 31-47 S

Monday April 6th
These 24 hours begin with
light variable winds, S.E. & S.S.E.
& E.S.E. & E. Middle and
latter part light airs
from E. to E.N.E. at 6
A.M. Rose the Hales
going D. upon Charged Lowered
the Sand Carbonard boats and chased
about 12 h. North, the boats
out of sight to windward

Lat 31-56
Long 149-06

Continued

Tuesday April 10th 1866

These 24 hours begin with light breezes from S.S.E. the boats was off to a whale out of sight of the ship to windward when the whale raised up one hour ago & S.E. which got the whale about mile & S.S.E. from us. got up the cutting gear & through the night at daylight commenced cutting at 12 M had the head off and two gals sperm[aceti] cut. parted one of the shackles & left and let the block down all standing no one hurt,

65 Bbls

Lat 31 46 S
Lon 44 45 1/2 W

Wednesday April 11th

These 24 hours begin with light breezes from the northward and eastward cutting on the whale at dark had all in but the after middle part which increasing and cloudy, started the works and cut on the blubber, latter part strong breeze at daylight looked on to the case boiled 4 P.M. a big sea running the boat taking on board water on deck

[illegible] and [illegible] 12 [illegible] 1866
[illegible] 24 [illegible]
[illegible]
[illegible]
[illegible] very [illegible] weather and [illegible]
and boiling bodies about [illegible]
commenced raining [illegible] came down
through the night & [illegible] heavy
in squalls and rained hard most of
the time. At daylight more moderate
and the rain abated started the working
again [illegible] landed to the [illegible]
on the sand under [illegible]

[illegible]

Friday [illegible]
[illegible] 24 [illegible]
[illegible] very [illegible] weather
last [illegible] deep N.N.E. and
[illegible] weather [illegible]
[illegible] and [illegible]
[illegible] raining [illegible] and [illegible]
down & at 10. [illegible] started the work
again wind N.E. and [illegible] clear
weather. [illegible] heavy [illegible]
and dredged the [illegible] and [illegible]
and hoisted [illegible]

[illegible]
[illegible]

Saturday April 14 th 1866

Lat 24 hours begin with
strong breezes from E. & E.S.E. & passed during
Comfortable in Position. Read
about 2 hrs. got Prince with the
exception of a little rat Bean, Latter
part moderate the wind shifting
to the Eastward

Lat 21.56 S

Sunday April 15 th

Light airs 24 hours pin beans,
papers &c to N.E. and clear
pleading to the N. about 12 noon saw
one ship to the southward and Eastward
Embloid steering down on it
one sail in sight steering E, &c

Lat 21.04 S
Long 41.42. W

Continued

Monday April 16th 1866

(Fore) 24 hours (regis. nil?) Fine pleasant breeze from N.E. & E.N.E. and Pleasant weather Made & set sail & Employed steering down the River Clyde & occasionally heaving the Log

No Observation

Tuesday April 17th

Fore 24 hours Light variable winds N.E. N. & N.W. & N.N.E. & N. Pleasant Weather Employed steering & occasionally heaving the Log

Lat 55°18'

Wednesday April 18th

First 24 hours moderate light variable winds & fine pleasant weather Employed steering heaving the Log & occasionally handed the Fore Topsail & Main Topsail & Mizen Topsail & Mizen Topgallant sail & Reefed the Main Topsail & Mizen Topsail & Mizen Topgallant sail occasionally & set the same

Lat 55°21'. N.

Long 4°25' W.

Continued

Tuesday April 19th 1864
(Lee) 24 hours begin with
a moderate gale from W.S.W. the
Fah carried away boat's sail
mast, & sprung mizzen
mast at the head moderate
sea & cloudy except fore
part of day when landed it and
set a reef. Middle part
more & bating, & day light quite
moderate, & heavy swell running
leading to the N.E. at 9 A.M.
wore ship Turned the reef out
of the sails and set fore & aft
Main Gaff sail reefing cutting
stages &c, Pleasant day

Lat 30.47
Long 44.02

Wednesday April 20th
Fine, part of these 24 hours
light airs & calms, middle part
light airs and calms fairly
latter part a light breeze
from S.S.W. & S.W. Stowing &c,
stowed down three small casks
of oil &c. Saw a Finback

Lat 30.52
Long 42.54

Continued

Saturday April 21st 1866
Fleet 24 hours, begin with
fine breeze from N.E. steering
E.S.E. middle part steered
S by E. under short sail
at 4 AM hove to the wind
on the Starboard Tack. Spoke
the Bark Ella & Ann steering
S.W. by S. The wind freshening
on and cloudy with rain

Lat 21.28.N
Long 44.20.W

Sunday April 22nd
Fleet 24 hours begin
with fresh breeze from N.E.
and cloudy. Steering E.S.E by S
at 11 AM hoisted the mizen
and set Starboard Tack a Sail
more than at 4 AM down Starboard
Sail. Middle part fresh winds
and squally at 4 AM hove to Split
headed Sail, set main Sail
more moderate and hazy. The
wind to the westward.
Two miles in sight

Lat 22.11.N
Long 44.41.W

Continued

Thursday April 23rd 1868
First part of the day, the wind
blows fresh from N.E. to E.S.E. veering to the south
middle part light breezes
latter part a fine breeze
from S.W. heading to the
South employed bleaking
our shirts &c

Lat 32.18 S
Lon 44.25

Friday April 24th
These 24 hours begin with
fine settled from E. at E.S.E
wind enabling me to make
sail by the wind on the starboard
tack, at 4 hours down were high
middle part cloudy and squally
& lightning began the fore part
of the day wind shifted suddenly
to Westward latter part light breezes
from S.W. by W, in heading to the northward
and westward by the wind employed
setting our shirts and repairing running
rigging. Manned the Gig & sick

Lat 32.06 S

Continued

Wednesday April 25th 1866
These 24 hours begin with
strong breezes from S.E. heading
to S.S.W. the gale increasing
at 2.30 pm handed the Fore sail
and fore Topsail at 3 pm blowing
a gale. hauled
down the hatches and set the
Starboard watch on the upper deck
at 12 midnight to more moderate
& fair light weather
latter part light breezes from
the eastward steering S.E.S.
Employed setting up shrouds
and on the mizzen mast

Lat 31.37 S
Long 44.17

Thursday April 26th "
These 24 hours begin with
light breezes from E. heading
to the South. Middle part
more breeze at 10 A.M. blowing high
& the most latter part
Calm from S.W. & W heading N.E
Employed about deck &c

Lat 31.26 S
Long 44.49

Friday April 23rd 1886
First part of this 24 hours
fresh breeze from N.N.W.
heading by the wind on the
port tack middle part
Moderate the wind veering to
the westward at day light standing
N.N.E. at about 6½ A.M. saw two
ships a little off leebow. at 7½ A.M.
both of them laying aback with light
winds ahead &c. and the Ship Wigtownshire
of St Johns N.B. with Colors half mast
run off to her. about 10½ the Capt went
on board of her. Two more ships in
sight running off for her saw a number
of boats go to and from the Ship.
Clewings of Bath. Me. at 12 M. sent
the boat aboard. Fire was discovered
in the hole of the Ship Wigtownshire
(Capt Solley) at 6. P.M. She was loaded
with Coal.) and forty seven days
from Liverpool bound to Panama

Lat 39.43. S
Lon 40.10. W

Continued

Saturday April 28th 1866

Hist Part of these 24 hours fine breezes from W and pleasant weather. The Capt and two boats crews on board the Ship Wigtownshire in company with boats from the Reunion Bark Pilot and the Ship Wolcott. W. White of Belfast. He rendering assistance. took ten seamen on board the Wave. the Capt and mate on board the Bark Pilot (Capt Sayle) and four others. the remainder on board Ship Reunion (Capt Nichols) and the Wolcott, W. White Capt bound to Salem. the former to Sanfrancisco. At 6. P.M. She was a mass of flames. seen light all through the night At daylight lowered two boats and went to her at 7 Am she sunk. got a little old junk off from the location she

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Continued

Sunday April 29 1866

First part of these 24 hours light breezes from N.E. with fleecy clouds by the wind on the port tack. All sail set Middle and latter part light airs from the Eastward S.E. by S. Saw the Bark Alta

Lat 29.55.S.
Long 42.45.W

Monday April 30

These 24 hours begin with light airs from the Eastward S.E. Middle part light airs and calms Latter part light breezes from N.N.E. steering by the wind on the port tack all sail set got a new log down from over head and commenced fitting her for whaling. The Bark Alta in sight to the Eastward

Lat 29.34.S.
Long 41.16.W.

Continued

Tuesday May 1st 1866

These 24 hours begin with light breezes from N.W.C middle and latter part more breeze & varying a little. Steering by the wind on the port tack at 7 P.M. Commenced standing whole watches. The Weymouth Boys men standing with them. Sighted a new boat on the larboard chains &c.

Lat 29.47

Wednesday May 2nd

First part of these 24 hours a fine breeze from N.E.b.E middle part blowing fresh in squally weather. part of these hours variying from N.E.b.E to N.N.E & and thick hazy weather Steering by the wind on the port tack. Saw a number of fin backs. One sailor sighted employed about dead reckoning. Speaking about the same. (Nine hundred strokes in 24 hours)

Lat 29.50. N
Long 94 32. W

Continued

Thursday May 3d 1860

These 24 hours begin with strong breezes from N. under double reef Topsails & G.S. sail closely reefed Fore Topsail about 8 O'C, had a heavy squall called all hands and shortened all sail but close reef main Topsail and storm Staysail, at 12 wind W.S.W. and moderate and rainy made all sail stood S.S.W. 6 Scatter part a fine breeze & cloudy making sunnyside and various other little jobs

Lat 28° 3 N
Lon 3 8 1 2

Feridas May 4th

First part of these 24 hours fine breezes from W.N.W. steering S.W. by S. all sail set middle part much the same Scattery rain a little squally The wind coming more to the westward Two sailes in sight heading to the Southward and eastward. Employed setting up rigging &c.

Lat - 26 47
Lon 37..

Continued

Saturday Aug 5th 1866
First part of these 24
hours fine breezes from
S.W. to W.S.W. Steering N.W.b.W.
Middle part the wind baling
to the southward and eastward
Latter part fresh breezes
from W.S.W. Steering N.W.b.W.
Employed setting up fore and
main rigging Find ballast in sight

Lat 24.14 S
Lon 37.06

Sunday Aug 6th "
These 24 hours, begin with
fresh breezes from S.S.E
steering N.W.b.W. Middle
and latter part light winds
The same as first (The wind
varying a little)

Lat 21.45 S
Lon 35.57

Monday May 7th 1866

First Part of these 24 hours fresh breezes from S. & S.E. Steering N.E. by N. Middle part squally rainy weather the wind canting more to the Eastward Latter part fresh breezes from E.by.S Steering by the wind on the Starboard Tack. took a Lunar observation by observing the Dist. of the Sun from the Moon

Lat 19 20 S
10.30 Obs Long by Chro 31°.x 3 W
" " " Lunar 34.11 "

Tuesday May 8th

Off Shore, 24 hours fine breezes deepn & and E.S.E. Steers by the wind on the Starboard Tack one Sail in sight. Employed in the rigging Took a Lunar observation by observing the Dist of Moon from the Sun

Lat 17.18 S
8.30 Obs Long by Chro 31.00 W
" " " Lunar 34.41 "

Continued

Wednesday May 9th 1866
These 24 hours, begin with
fresh breezes from SbyE.
Heading SbE½E by compass
Middle much the same
Latter light airs & squalls
from abaft, &. took in the
fore & main Topgallant
sails sent them down and square
them and sent them up again

Lat 14°.5.S
Long 94°.42.

Thursday May 10th
These 24 hours
Strong trades Steering
N.E.½E. employed
about decks. Sea & Weather

Lat 12°.28.S
Long 93°.54

Friday May 11th
First & middle part
of These 24 hours strong
trades. Steering N.E. by N.½N
Latter part moderate variable
winds and rain Saw Sail
in sight. Broke out Butter

No observation

Continued

Saturday May 12th 1866

Fresh 24 hours light variable winds and raining most of the time steering S.E. by S.½S. Simpkins working this mid G.P. Lead & Mate sick

Lat 9.00. S

Long 33.1 W

Sunday May 13th

All these 24 hours wind from S. to S.S.E. and mostly raining weather stormy, S.S.E 6 miles per hour and under close reefed topsails steering to the southward

Lat 12 6.48 S

Long 84 dm 22.49 W

Monday May 14th

First part these 24 hours wind from S. and raining Middle part moderate and squally rain squally latter part light airs and pleasant weather more new ice and main heads and ice Top-Gallant & cleudens and heads Part Fillers of the Starboard watch employed getting up & bending Topsails All other part of the same done aft in a mass, by considerable exertion during them, forward again

Continued

Tuesday May 15th 1866
At 6 PM 24 hours night
airy, cloudy & fine, fresh
weather, Inchcape, Bell to West
main topmast Gallant yard and
square Starboard boat
Staving N by E and N N E
took the boat off & Hailed

8 & 18 P

Wednesday May 16th
These 24 hours light
breezes from S E to S and
S S W weather, Staving N N E
Inchcape Bell in the boat as
usual not any Bell

Lat 4.08 S
Long 81.42 W

Thursday May 17th
At 6 PM these 24 hours fine
breezes from about S and S S W
weather Inchcape Bell in
sight Staving N N E

Lat 2.07
Long 87.04

Friday Thurs 4th 1866

Fresh airs & showers, prodigious
fears & some thunder & lightning
Making N.N.W. 2½ P.M.
Employed in side (painting)
& early part of 24 hours

Lat obs 00.52 S
Lon 98.22.E

Saturday Thurs 11th "
Fresh gales & squalls
fears fears, that continued
pleasant weather at sea, a few
showers of rain, employed about
decks, sides, rigging
rubbing of seams oil, Tarred & blacked
Steering N.N.W. ½ W.

Lat 00.17 N
Lon 98.16.E

Sunday Thurs. 20th "
At 8 PM saw 24 shores lights
right ahead from the eastward and
(could not Making S.W. by W. ½ W.
Magnetic (C not known) later
two soundings of 7 fathoms
8 fathoms
10 fathoms

Continued

Monday May 21st 1866
Fresh 24 hours light
breezy from about E and
moderate swell. Steering
N, W. by N Employed cleaning
iron work &c Saw Porpoises
and a Shark

Lat 2.55.N
Long 41.04 W.

Tuesday May 22nd "
Light part of the day 24
hours light breezy from E.S.E
middle part moderate
hard one hour W, SW with rain
Latter part a fine breeze
from N.E. Steering N, W. by, W

Lat 3.51.N
Long 42.22. W

Wednesday May 23rd "
First 24 hours begin with
fine breezy from N.E.
middle moderate latter part
squally and lowery The wind
varying from N.E to N.W. Steering N.W
and N.W.N. Latterly hauled
up to N.W but could not steer between two
of the Northumbrian men about and
had pretty hard work to keep clear
to get it.

Lat 5.05.N

Thursday May 24th 1866
First part of these 24 hours light variable winds, the southward and eastward and towards middle and latter part from N, E and pleasant Hilary N 20° W and N, 20° E employed setting up shrouds

Lat 6.19. N
Long 4 [illegible] W

Friday May 25th "
These 24 hours fine weather. Hilary N E employed setting up shrouds and [illegible]

Lat [illegible] N
Long 4 [illegible] W

Saturday May 26th "
(Lat) These 24 hours, gentle breezes from about E. N. E. steering S W by W employed about decks

Lat 6.19 N
Long 20.20 W

Continued

Sunday Nov 27th 1866
(Lat) 24 hours good breeze
and pleasant weather
Hectors N.W by W at
day light saw a dark green
water like a bank
Noon 24 hours

Lat 11.02. N
Long 246 W

Monday Nov 28th
These 24 hours fine breeze
and pleasant Steering N.W.W.
running in dark green water
(supposed in various parts about
the Bk

Lat 12.46. N
Long 251.24. W

Tuesday Nov 29th
All these 24 hours fresh
trades steering W½N. 10 m. W.
in green water. one sail
in sight Noon W½N

Lat 12.58. N
Long 257.16. W

Wednesday May 30th 1866
Cidex 24 hours fresh Trades
steering W.½.N & N.N.E
made the N.S of Barbadoes
bearing W.½.S distt about
30 miles. steered for it
at 12 M. off the light
heading for the Town
Sounds this 24 hours

Thursday May 31st
Fine weather Sounding
for the Town, at 1 P.M.
come to anchor in the Carlton
Roads. Sent boat on shore
what we took from a Guernsey
Ship. at daylight got underway
and went in to the inner roads
and come to anchor washed ship.
and got up stakes over the fore
and main hatches commenced
heaving out Dft
Sounds this day

Continued

Friday June 1st 1866
Fine Pleasant weather
employed beating out
and Coopering oil Sent aboard
one hundred and seventeen
barrels as above. James Thorn
deserted

Saturday June 2nd "
Fine weather employed
setting up Shooks Charles
Dennett deserted. Caught
James Thorn and took him
on board Took Manuel
(Mt Gage) on shore to the Hospital
on account of sickness

Sunday June 3d
All this day fine weather
Came to Anchor between two Forts
and Obtained of Plymouth Victuals
&c. &c. &c.

Continued

Thursday June 4th 1846

This day fine weather
Employed setting up shot
and getting Bread and other
small stores

Friday June 5th "

Fine weather
employed stowing down
got off three casks of water

Saturday June 6th "

This day fine pleasant
weather Employed painting
outside, and about deck. Caught
Dolphin & Porpoise took him
on board and cut him up, found
in the head three flying fish

Sunday June 7th "

All this day fine weather
at daylight commenced heaving
up Casks for water got off one
hundred and ninety casks

Continued

Friday June 8th 1866
[illegible] fine weather
Started [illegible] at liberty
Completed [illegible] took on
board Yams and Potatoes

Saturday June 9th
Part [illegible] at liberty
Completed [illegible] and
Sick

Sunday June 10th "
Fine & Pleasant weather
Employed about decks
[illegible], employed
one sick man

Lashed and [illegible] at liberty
got off two tons of water
Washed Ship &c

Tuesday June 12th "
Fine & pleasant weather
employed about decks
[illegible], employed
one sick man

Wednesday June 13th 1866
This day fine pleasant
weather, got all pleasant
clothes. Discharged Mariner off the
Cape on account of Sickness.

Thursday June 14th "
fine weather
At 10 hrs got under way,
the Capt and Pilot
on shore

Friday June 15th (no account)
begins with fine pleasant weather
at 2. P.M. all hands aboard,
made all sail and kept off S.E. by S.
at 4 Steered S.E. & E. by S. Discharged
the mind Hudson. At 8 Sandown
the north point bore S by E dist about 2 miles
Anchored the light house
bearing N. by E. 1/2 E. the South
point bore S.E. by E. 1/2 E. dist about
1/2 a mile. Furls the sails

Continued

Saturday June 16th 1860
Left these 24 hours
fresh tracks Mules by
the main Gearing pr. Eng. E.V.R.R.
painted Cardboard Coat
and Cutting Thing in order for
winding &c.

Coal 16 T. 0. 14

Sunday June 17th "
These 24 pr. fresh Tracks
Mules by the main
Gearing 8 by 16 in. R. R.
Cattle some Grading

Coal 18 T. 0. 0

Monday June 18th "
These 24 hours fresh Tracks
Gearing R. R. by the main
Gear Wind about 6 Weeks

Coal 20 T. 0. 0
Iron 61.06

Tuesday June 19th 1866
Ships 24 hours begin with
fresh breezes & mostly
moderate & settled pleasant
weather Lat as per
Log Long 60.21

Wednesday June 20th "
Ships 24 hours fine breeze
from N.E. by E. & N.E. by E.
Heading N.E. by E. & E.N.E.
at 2 p.m. Tacked ship
was to Boat and Splice the
Starboard fish gaff and rail

Lat 22.34 N.
Long 60.21

Thursday June 21st "
This day Light breezes
from N. and N. by E & by E.
with fair weather Set Boats
the old fish Gaff

Lat 21.10 N
Long 60 21

Continued

Thursday June 22nd 1866
Fleet 24 hours fine fresh
and very pleasant throughout
Wind NNW in the forenoon
Employed repairing sails and other
things in port

Lat 27.06 N

Friday June 23rd "
Fleet 24 hours
fine fresh and pleasant
weather. Steering NW in the forenoon
Employed repairing sails and other
things in port

Lat 28.32 N
Long 15.06 W

Saturday June 24th "
Fleet 24 hours fresh
breezes fine & clear weather
Steering NW, in the forenoon

Lat 30.05 N
Long 14.14 W

Continued

Monday June 25th 1866
Light variable winds, fine
& fine 24 hours begin & ends
from about 12. Heavy night
Cattle fast Calm, Light &
variable fore, fair Sea smooth
Barometer), 24 hours the 24 hours

Lat 20.16
Long 117.24

)

Tuesday June 26th
Lat.) 24 hours very light
airs & fine Calm, considerable
lightning through the night
Sent down Main Top Gallant Sail
Repaired & and Set, & Employed
Land Gramposes

Lat 19.58 N
Long 117.06

)

Wednesday June 27th
Light) part of these 24 hours
Calm Variable airs & Squalls
part light breezes from S. East &
Always fine & Clear Sharks & Dolphins
Caught Yesterday from N. York
Rajah, Arrived at Sea from Bombay Singapore
Penang Last 24 hours

Lat 19.28 N
Long 116.45

(Continued

Thursday June 28th 1816
All this day 24 hours fine
breezes from S. by E. & E.
and E. by S. Hauld up the
mainsail & Hauled up the
courses & Steered Each
Watch making sail as
Lat 32.46 N
Long 55.49

Friday June 29th
Ded 24 hours dist
Sailed begun this Day
and obtained Leave by the
Land on the Starboard Bow
two Miles in sight Land
we boat and chased them
did not get near them caught
two Porpuses, the Land Bore

Lat 34.02 N
Long 11.03 E

Saturday June 30th
All this 24 hours fine
breezes varying from S.S.E. to
Hauled by the wind on the
Starboard Tack and Sailed
in sight
Lat 34.18 N
Long 10.08

Sunday July 1st 1866
The 24 hours begin with light breezes from S.S.W. by S. & Variable, and latter part fresh breezes from the same. Steering by the wind. Logging about one Hundred miles in 24 hours.

Lat 37.05
Long 11.43

Monday July 2nd "
The 24 hours first part fresh breezes from Southward and eastward and hazy. Steering by the wind on the Starboard tack. Under sails & steering the same

Lat 38.52
Long 10.11.E.

Tuesday July 3d "
First part of these 24 hours fresh breezes from S.W. & Middle and latter part more moderate and variable. Steering by the wind on the Starboard tack. Under sails & steering by compass about each watch these 24 hours.

Lat 40.27 N

(Continued

Wednesday July 4th , 1860
Wind, variable, fine early
and pleasant weather steering
S. to S.S.E. by the wind on the
Starboard tack. Fine breeze &
light Airs during about 6 hrs P.M.

Lat Obs. 40°.52.07
Long 41°.21.20

Thursday July 5th
Light airs from S.W. & W.N.W.
and latter part fine breeze
from N.E. by E. steering S.S.E. and
S.S.W. Spoke a French Bark
29 days from Guadaloupe bound
to Havre

Lat 40°.22

Friday July 6th "
Fine 24 hours. Light variable
from Northward and Eastward
steering S.S.E. and S.
Took a Lunar observation. By observing
the distance of the moon from the sun
& supposed petters reckoning

Lat Obs. 39°.10.N
Long by Obs. 44°.17
" " Chron. 41°.20

Saturday July 7th 1866
spirit part of these 24 hours:
light airs from N. N. W. Middle
and latter part fine breezes from
the Westward, hauling to the Northward
observation by steering the distance of
the ports from the sun. These
sails in sight

Lat 39.27 N
Long by Obs. 42.27
" " Long 44.07

Sunday July 8th
Light and Variable part of
these 24 hours, fine breezes
from S. W. by S. & S. W. & S. W. by W.
Exchanging Took in the light
sails. Latter by the wind
at the Northward Eastward. Set sails
in night. Saw a great many
Porpoises Sounds this 24 hours

Lat 38.21 N

Continued

Monday July 9th 1866

Shell 24 hour, begin with fresh fleet from ... put one each in the fore Topsail, middle and both Fore Stays, fleet down to 12 yard and thick weather. Hilary by the mizen on the starboard tack at 10 ... reefed mizen Topsail then handed mizen sail Quite ... handed 6 to 10 am set fore and ... 10 ½ commenced the weather a little better.

Tuesday July 10th

Shell 24 hour, begin with fleet from ... Middle and latter part blowing strong and thick squally weather the Bark under short sail heading to the Southward

Lat ... Long ...

Continued

Wednesday Jan'y 11th 1866
Fresh breezes & cloudy Begin with Storm
sails from N.E. and Much rain
Middle Watch Squally and Latter part
light Squalls from N.N.E. and
Rainy Heading to the Eastward
Employed making Spunyarn &c
Saw Steamer, on Coasting
Night. Hours This 24 hours

Lat 31°03 N
Long 40°06

Thursday Jan'y 12th "
Fresh & part of Time 24 hours
light Airs from N.N.E. to
Westward Heading to Eastward
Shortened Sail Middle part
Moderate and Clear Latter part
light Airs from E.N.E. to East
& E.S.E. employed making Spunyarn
and Overhauling Gear in the Rigging

Lat 34 02
Long 40 26

Continued

Sheridan Station [illegible] 1866
[illegible] light airs, Thick 24 hours
light breeze [illegible]
Middle part light
Latter part light Airs
from S.W. Heavy
Sea Black Fish Lower
Set Chandelier [illegible]
[illegible]

Lat 39.16 N
Long 4 11 W

Saturday July 4th
Sheridan 24 hours light
Airs from S.W. Steering
W. Saw two Humpt backs
Sounded and Shot one, could not
get near enough to fasten
Painted Jacket and Boat inside

Lat 39.35

Sunday July 15th
Off Shore 24 hours light
Airs from S.W. Heading
To the Westward. One
Sail in sight Steers to
the Northward and Eastward

Cape 39.37
Lat 42.14

Monday July 16th 1826
[illegible]
breeze and calm
Saw Black fish lowering
and Spouting distant [illegible]
Lat 39.17

Tuesday July 17th
Light Airs and Calm
Middle and latter part
Employed Sounding
Lat 39.13

Wednesday July 18th
First part of the 24 hours
Light airs from West
Middle and latter part
Moderate Airs and
Light Airs E. and Ble
in the Morning
Last part the 24 hours
Lat 36.23
Long 12.05

Continued

Thursday July 19th 1866
Fleet 24 hours light & Variable
from W. Hauling S, S and S.S.E
and S.S.E & E. Employed piloting
Ships ~~Rigging~~ Received on board
for a mast Weight Three Barrels

Lat 36.31

Friday July 20th "
Fleet 24 hours Variable
Winds from W. to W.S.W
and Westward Steered
Course Rigging & Ships Rigging &c

Lat 36.41 N
Long 09.29

Saturday July 21st "
Fleet 24 hours
light Winds from W.
to W.S.W & Variable
the Rigging and about Decks
Winds Fleet 24 hours

Lat 37.10 N
Long 08.17

Thursday Augt 22nd 1861
Fine 24 hours light
airs and calms. Out sail
to Sea. Saw Schr in
the Distance. Do employed

Lat 36.01

Friday Augt 23rd
Fine & pleasant, light
breezes from the Northward
and Eastward. working to
the Eastward. One Sail in
sight. Saw Grampus and
spoke with a Stmr from
about 30 feet long and
Sixty Dolphins.

Lat 36.37
Long 26.52

Saturday Augt 24th
Fine & mod pleasant for
the 24 hours, light breezes
from N. Eastd. Employed for
mine P.M. and Lowering Boats
Saw a great many Porpoises and
several Grampuses also saw
a large Steamer to Westd

Lat 36.00

Continued

Wednesday Feby 25th 1866
These 24 hours begin with
light breeze from 6 h.
Steering SE the South at sun down
more This middle from "after
before Latter part Squally
heading S.E. by S. by W. by W. Wind

Lat 36.00

Thursday Feby 26th "
These 24 hours begin
with very fresh gales & hazy
middle in the latter part
more moderate heading S.E. by S
and S.E. by S. Latter part
Begging Pd

Lat 38.00 N
Long 2[illegible]

Friday Feby 27th "
These 24 hours winds
between fresh & fair & hazy
Starboard tacks Saw sharks fin
& back, Sent down the rose topsail
and Repaired it

Lat 39.16 "
Lon 2 30.14

Continued

(Saturday) pack 12 = 66
Shed 24 hours very smoke
fires, low about 3 p.m.
Early in the afternoon
sighted the coast of the
first Spanish Three-sailer
in sight heading to the
northward and outward

Sun. 0 4-6,01
Sun 14 4

Sunday, July 29
Shed 24 hours light airs
and calms, four sailers
in sight, two Germans
bought or sunk. Shed 24 hrs

Lat 8 5.47 N
Long 28.54

Monday, July 30
Shed 24 hours light airs
and calms, three sailers
seen by the wind on the port
bow & Boarded Dutch Bark
bound for Havana with Coal
in sight

Lat 8 51 1

Continued

Tuesday July 31st 1866
left the 2 boats flying
bells, rang 5, 6, 7 leagues
to the Eastward, spoken with
a vessel from Petersburg Bound
the same direction. Saw a
Lighthouse bearing
down on the starboard bow
Saw six sailboats of the same
form and Rank. Saw several
Steamboats &c

Lat 25 20
Long 82.21

Wednesday August 1st 1866
At Sea, 24 hours light
airs from Southward and
Eastward Passed Several
Small Vessels. Saw Tampa
Bay Lighthouse bearing
down on the starboard bow
Saw Sailboats &c. Steamboats.

Lat 27,07

Thursday August 2nd
At Sea 24 hours light airs
from S.E. Passed
Eastward. Saw Several Sailboats
Steamboats &c

Lat 29,17
Long 84.09

Continued

Thursday August 3rd — 1.6.0
till the 24 hours, light
airs and calm, eight miles
in eight and a half hours Bearings
the Peak Canvas of Penkerrick
Point, Cape Lizard, Gull Rock, Coast
of Guernsey, Got pilot to Eight
So ends this day

Lat 49.52 N

Friday August 4th
First 24 hours, begins with
fresh breezes and clear
fine weather Course E.
Eastward and sailed eight
miles an hour, saw a great many
Shearwaters. — walking for exercise
fifty strokes in 24 hours

Lat 49.46 N
Long 2.44

Sunday August 5th
These 24 hours light winds
and calm variable
continued and Patagonia eight
miles two hundred and Seventy
Ends this 24 hours

Lat 49.31

Continued

Monday [illegible] 5th 6th 1866
First part of these 24 hours light airs from Southward
to Southward Middle and
latter part fine weather
Moderate and pleasant and Employed
Painting Sails in sight all
Heading to the Eastward

Tuesday [illegible] 7th
These 24 hours light breezes from N, to NW middle
part more moderate Latter
part the same heading
to the Westward at 8 A.M. saw
one a large whale heading to
the S, E, at 9 A.M. saw a large whale going quick to
the S, E, at 10 saw a Shoal
of small whales coming to windward
one boat struck the other steering
the ship windward. Employed Painting Ship

Lat 42.05 N
Long 70.20

Wednesday [illegible] 8th
These 24 hours light breezes from N, to
NW 2 P.M. took a small squale along side. Our
boats chasing &c. I got fast to a large whale
about 3 miles from the ship at 10 A.M. took him
along side Latter part employed cutting
saw a whale going quick to the N. E. lowered
one boat didn't get near him. One whale
in sight

Lat 42.05 N
Long 70.20

Thursday August 9th 1866
Lat 24 hours begin with
fresh breeze from N.N.E and pleasant
Middle part fresh breeze Latter
part light variable & 10 AM two large
whales lowered and got part the whale
Lightning to windward at 11 two boats
kept to the whale. the whale sounded
leaving. hauled Alongside. Lowering
to windward and lowering deck taken
about 400 Gallons of Sperm. Got part
one Quarter Blubber on board boiling

Friday August 10th
Lat 4 hours light variable
winds from N.E, E and pleasant
boiled the last, boilers Sperm
Middle part fresh breeze Latter
part Pleasant. W & W.S.W. picked up
a dead whale. at 10 AM two large
whales lowered and got part the whale
Lightning to windward at 11 two boats
kept to the whale. the whale sounded
leaving. hauled Alongside. Lowering
to windward and lowering deck taken
about 400 Gallons of Sperm. Got part
one Quarter Blubber on board boiling

Thinker

Lat 4 : 10

Continued

Saturday August 11th 1860
Begins with fresh breeze
Middle part fine
A.M. took a large serials
along side Smoking very pleasant
Cut in the Stinker. Struck eight
casks of oil down the blubber room
To make room on deck, boiling
pork and cutting blubber &c.

Saved about 5 or 6 Bbls.

Lat 42..12

Sunday August 12th
Wind 24 hours pleasant
first and middle part English
boiling and stowing down. Latter
part Cutting and Large whale and
boiling

Monday August 13th
Wind 24 hours begin with fresh
breeze from [illegible]. Employed getting
and boiling at dark the blubber from
after middle part. boiling and cutting
blubbers. At daylight hoisted on
and part hove in. Decided that
works as hard as possible. The blubber
is some blasted and running bad
The deck are in a horrible condition.
Several men constantly scooping oil off deck

Lat 42..30
Long 30..10

[illegible]

Continued

Tuesday August 14th 1776

[illegible] gone
down to the westward under sail employed in hauling
and stowing down the ballast
in building new and repairing
blocked.

Wednesday August 15th

[illegible] employed pumping
smiths boiling stowing
ballast pasting in the bed
down building &c

[illegible]

Thursday August 16th

[illegible]

No observations

Tuesday Augt 17th 1858
Steered South 2 hours during which the
Wind Commenced Blowing fresh
from the South East & Clear &
Cloudy with appearance of
Northern coast distant 5 or 6
Miles, Wind Blowing Squally with
Heavy Rain &c

Long 30 W

Wednesday August 18th
Part 29 Hours Steered
[illegible] Blowing Heavy Squally
with Rain & the wind Shifting from
South West to North West Clewing
in Squalls & Split
main Top Sail & Stood off
for Cape Race Wind
Light & Variable

Lat 46 42 N

Continued

Sunday August 19th 1866
Heard part of Thesis 24 hour
fresh breeze from N.E.
middle part & more moderate
the last night squally showers
and thunder, lightning & showers
all in after part of the
day Barometer high
Steamer to Friday
Observation

Mon. day August 20th
Wind 24 hours begin with
light breezes from N.E. & N.
Sunset & sunrise fine clear
night & mornings Barometer
high, Temp. 24 hours 1 p.m.
finished strong gale 4 p.m.
Two sail (2) in sight

Lat 44°37' N.
Long 10°.4

Tuesday August 21st 1866
All these 24 hours strong
breezes pern. E, SE, S, SW
and squally and sugg-
ested thick Rain, [illegible]
[illegible] Hove sail

Lat 40.22
Long 070.11

Wednesday August 22nd
These 24 hours begin. with
strong breezes pern. S, SW and
sugg. thick hazy mostly the
same latter part more moderate
with rain & sanding to most
Hours S, W by S & SW Sundown
left off with main double reef
top sails heading W by W carried
more sail & at 12 m. Dagan. at
at day light bore E. right ho. Ma-
west Light about 20 miles at 6 ff bore
E. right made sail and kept off
S, W, by S, W

Continued

Thursday August 23d 1866
First part of this 24 hours
light breeze from N. at 2, P.M.
off Santacruz Valparaiso in sight
of Lundyon. Came on board Pilot,
part light variable winds and calm
laid off & on through the night
latter part fresh breeze from S.W.
Capt on shore Took Pilot (Park Alto
Jas Tate) 110 Bbls wine Lemon, Bordeaux,
Two more vessels in sight

Friday August 24th "
This 24 hours begins with
squally at 2 A.M. Took on board
along side Took on board twenty
six bags of Potatoes Five bags of onions
and a few other vegetables All hands
at work on board, employed two men
Middle part moderate, latter part
Through the night latter portion
set up three casks for water
Spoke the Bark Blake Lady
90 Bbls this season

Saturday August 25th 1866
Lat 24 hours light breezes
from N.E. to E.N.E. course
this day East & South until
midnight last light winds
calms & variable & passed St Ann's
at 7 P.M. Took departure with
wind and stood off to the southward
upon starboard tack with light &
baffling winds during night

Sunday 24 hours

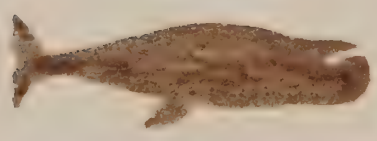
Sunday August 26th
Lat 24 hours light variable
winds & calms working to the
Southward and westward Passed
the Bank Dragged. Clear
one more sail in sight
Saw several Turtle & Grampuses

Lat 23° 24' N
Long 31° 17' W

Continued

Monday August 27th 1866
Lat 24 hours light
breezes from S.E. to S.W. to
Noon ditto
Light mending fore sail.
Hove to light breeze N.E.
with about 30 miles
Lat 28.5.S

Tuesday August 28th
Light and middle part
of these 24 hours light
breezes to Northward
Cattle and Mules eating
Saw 3 Sperm one Finback
Foul hull and bent it by in-
duced boat upset one
one half pipe light
Loaded fire extinguishers, stern
in 24 hours



Continued

Wednesday August 29th 1860
At Sea 24 hours begin with
light airs from the westward
Kinkland bearing Saith
Middle part [illegible]
[illegible] much the same
Hours N.N.E. Kinkland
bearing S.E. distt.

Lat 29.28.N
Long 91.27.W

Thursday August 30th
First & middle part of these 24 hours
fresh breezes & Hazy N.N.E.
latter part with Squalls thunder
lightning N.E. Kinkland bearing
South. Two Sails in sight

Lat 40.17 N
Long 91.19 W

21,12
12
24
21,12
5,23
13,59
68,59
21,24
41,36

,0725-3
0089 9
55466
82198
145-816
7290 8
4,19,13
14 06
4,33,19

6.40,00 | 4,12
1,02,12
7,42,12
4 33,12
3,08 5-6
45- 12 1/2
2
47,12 1/2

Continued

Thursday August 31st 1865

Thes 24 hours begin with fresh breezes from S.E. middle part squally, latter part strong breezes from S.E. Reefed the Fore Topsail and handed the Fore sail Steering N.N.E and N.N.E.

Lat 44.11
Long 30.57

Saturday Sept 1st

These 24 hours begin with moderate breezes from S. and squally Steering N.E. under Fore sail at 6.30 hauled the Fore sail and hoisted it to mind on the port tack middle and latter part a little more moderate and hazy Saw two Sailing Ships N.N.E. Pd and Ps 24 hours

Lat 42.22

31.15
3.20
3 21.12
2 5.23
42.32
21.18
3 20.2
37.16

10 21.3
10 8.3
15 0.38
80 13 6
1 8 5 6
2 3 4 2
3 3 1.16
14 05
71 11.25

6.18.18
1.02 12
7.20.25
4.11.35
31 51 00
NE 11
1
43.11

13.11
5 0.00
11.32
58.13
14.05

Sunday Sept 2nd
These 24 hours begin with light breeze from, the Eastward wore Ship, Throughout middle part moderate Latter part more breeze and hazy
Leading Lat by D. from this day
Lat 42.05. N.
Long 00.29. W

Monday Sept 3d
These 24 hours of these 24 hours light breeze from N by E heading to the South & at Sundown wore Ship middle part moderate & fair light breezing on again. Latter part fresh Steers N, N, W. under close reefed Sail

Lat 41.41
Long 00.21

30.17
12
30.29
31.49
58.02
140.13
50.06
10.25
38.31

10 20 17
0 6 55 2
3 31 9 6
60 45 58
141 62 5
50 51 2
71.05.40
15.45
5.15.55

6.28.35
1.02.06
7.31.41
1.17.21
3,11.49
45 57½
2

8.59

Continued

Tuesday Sept. 4th. 1866
These 24 hours begin with
strong breezes from W. & W.S.W.
and rugged. Logging N. E.
middle part & blows strong
squalls from 4 to 5 P.M. gradually
hauling & moderate gale from
W.N.W. heading N.N.E.
Two sails in sight steering
down N.E. by E.

Lat 42,03 —

Wednesday Sept 5th 1866 —
These 24 hours begin with
a moderate gale from W.N.W.
and rugged water heading
for the north at 4 P.M. more
this, the wind varies W.N.W.
middle and latter part
blowing hard from W.N.W.
hauling to the Southward
closed reefs main &

Tuesday Sept 6th 1866
Lat 21 hours begin with
heavy squalls from W. the
first part very strong
with rain middle and latter
part more moderate and pleasant
wind with rain Heading W by
N under double reef Topsails and
Courses Pike and Thanks

Wednesday Sept 7th
These 24 hours begin with
fresh breeze from W. to
and squally Heading S
W. by W. more ship Heading by
middle part usually Latter
part moderate. from 9 to 12
calm, no sail in sight

Lat 4 20 S

(Continued)

Thursday Sept. 11th 1866

This day begins with fresh breezes from W.S.W. Steamer left Wilmington for Fort Fisher, arrived at the latter port at 4 P.M. Here I am awaiting the arrival of my baggage which is on board the steamer. Left Wilmington at 1.25 P.M. Long 77.55.20

Wednesday Sept. 12th

This day begins with fresh breezes from S.W. and cloudy. Steamer left Fort Fisher at 8 A.M. and is now on the open sea. Middle part of afternoon stormy, with small, close reefed sail. Expect to reach Hampton Roads tomorrow morning. Left Fort Fisher at 8 A.M. Arrived at Hampton Roads at 8 A.M. Friday Sept. 13th

Continued

Thursday Sept 13th 1906

Lat 24 - Long 89 - Light breeze from S.E. Lower sails set & T.C. made. Ship headed S.E. by S. & ran N.N.E. Noon, W. 2, 2°. Middle and latter part of this day, have fitting the same Compass repairing main Topsail and Mizzen a little. One sail in sight

Lat 41.06
Log 347.25

Friday Sept 14th "

These 24 hours begin with light breeze from S. Noon W. 2, 2° Middle and latter part of night baffling winds and calm. Employed in mending sails and making a new jib

Lat 40.10 N

Continued

Saturday Sept 9th 1866
begin with light airs
from N. Northwest & Stand E.E.
Middle and latter part
light variable winds and
some rain. One sail in sight
to the S & this day

Lat 39.39. N
Lon 71.16.W

Sunday Sept 10th
Pleasant 24 hours beginning with
light airs from Southward & Eastward
Middle and latter part
wind the same. Three sails
in sight

Lat 39.46 N

Monday Sept 11th
Begin with light airs
from S.S.E Boxed the Compass
Spring Variable. 9th Pleasant Employed
boxing to Leeward Thirteen miles in
night. Picked up a Cask of water.
It was wanted in the Morning and by the
appearance of it came from the East of some
whaler for Sailors Fleet sprung
Middle and latter part a good breeze

Continued

Tuesday Sept 18th 1866

Last 24 hours, begin with fine breezy from E.S.E. and squally, blowing by the wind on the port tack at sundown wore ship middle hour wind, hauling to the S & at 7 am Sept 19th P.M. the Seattle Run Steamer the same wind & weather we passed Cape Flattery & Tatoosh Islands & Cape Classet

Lat 48.15 N
Long 124.50 W

Wednesday Sept 19th —

Last 24 hours, begin with fine breezy from S.E. by S. wind S. & S.S.E. middle, and latter part fine pleasant weather the wind varying to the Southward and Eastward Anchored & Rattling down Sea Anchor in night

Lat 48.15
Long 125.17

Continued

Thursday Sept 20th — 1866

Take 24 hours, begin with fine breezes from South Westerly S. S. W, S. W. and W. S. W. Pass'd the Teilon (Island) noting the Lizzon land with many Sail each, thought we might a day, sight Land, Island on the port bow heading S. S. E. by E. Employed in the rigging. This ends with sight so ends the day.

Lat 9 Lo 16 —

Friday Sept 21st —

This day begin with good breezes from E. N. E. by N. Steering by the wind on the port tack Spirits and Salted pork and peas and equally the wind Courting Lo. W. by N. heading S. E. by S. one whale in sight Steering S.

Lat 8 Lo 39
Long Lo 2 E

Saturday Sept 22nd 1866
begins with fresh breeze from
E by N and squally heavy rain
middle and Southy part moderate
saw a Royal Bark Eastward
Enveloped in the rigging and clouds
from mast. At Bark leaking
six hundred strokes in 24 hours

Lat 32.07 N

Sunday Sept 23rd —
begins with light airs from
SE middle part more
inclined to E part ends
with fresh breeze and

Lat

Monday Sept 24th —
Wind SE heavy rain with
squalls middle part fine
breeze from E ending SE
with heavy squalls and
rain at times double reefed topsails
with occasional squalls at times
with heavy hail and rain
blowing fresh and raining all
day and night

Lat

Continued

Tuesday Sept 25th — 1866
begin with squally weather
from N.W. under double reefed topsails
heading to the Northward & W.,
weather improving turned out the
reefs and set fore & main G. sails
& mizen, at 4 tacked ship, set
mizen staysail, middle part
fresh breezes weather more
moderate more
set the main & fore
G. sails

Wednesday Sept 26th
Lat 24 hours begin with
fresh breezes weather fine
N.W. & Westerly, G.S. under close
reefed topsails & mizen, one third of night heading
to the northward by the wind
middle part more moderate
& heading to the north under
short sail & lying to, at 4 tacked
wind Variable to E.S.E.
and quite calm at sunrise lying
to, begin. one double reefed sail

Lat — 22, 15, N
Long — 40, 06, W

Lat 28° 27' N

Continued

Saturday Sept 29th 1866

(Begins) with a long heave
Lop. Mt S.E. Gained 1 pt Henry
Peter (Howland) 2 20 Abt 1/2
Mixed, s, & under Topsails & Jib
Squalls & Rain Lighted to the wind
on the Starboard tack heading S.E.
under double reef main Topsail
and fore Staysail middle part
heavy Squalls rain & sleet
and snow. the night dry more
calm and steady in the latter night
the day under clear skies
shining bright and pleasant
At 8 A.M. took in the reefs
the gale more moderate made
sail heading S.E. and W.S.W. &
saw one Whaler in sight

Sunday Sept 30th

Pleasant heading W.S.W. at 1 P.M.
saw Ship to N. with Starboard tacks
sail heading S.E. by E. at 4 P.M. saw
ship and Barque West. Middle part
very fine clear and moderate
steered W by S. under all sail set
one sail in sight

So ends this day

Lat 39.06 N
Lon 44.12 W

Monday Oct 1st 1866
Begins with light breezes from
N.W.b.W. steering S.by.W. from
7 A.M. to 2. P.M. when
Latter part light breezes from
S. & steering W.by.S. at 9 P.M. hauling
light sailes Crost the Severn
and water. and working on the
Riggins So ends the 24 hours

Lat 38.10 N

Tuesday Oct 2nd
Begins with Strong breezes
from W.N.W. & Squally at 1 P.M.
Close reefed Main. hoisted the
Main Sail. at 6. P.M. blowing a
moderate gale Took in the Fore Top-
sail and Close reefed the main
set the Starboard boat on the upper
Deck. and Secured down the hatches
Middle part the same at 2 A.M.
more Ship. the wind veering to N.N.W.
at day light set a double reefed Top-sail
Latter part more moderate made
sail steering S.W.by.W.

Lat 38.01

Homeward bound.

Wednesday Oct 24 — 1866

Begins with fine, moderate [illegible] Steering E.S.E. & E.S.E. & quite moderate all day & light Steering, & Shirtsails and Lallys, & Lights the wind varying, and so it continued Steering down and other small jobs in the morning put some reef bands and Reef Tackles

Thursday 25. hours begins with fine breezy from E.S.E. steering E by S all sail set Shirtsails & Lallys & Lights the wind varying to the South steering E by S main top Sail & Sail set all day & night & at 2. P.M. reading 200 miles the wind Latter part Steering back from S.E. by S. & Reefed & unreefed Topsails — & P.M. one Sailor sight steering about N.E. by E.

Lat 37.35
Long 70.20

Friday Oct 5th — 1865
Begin with fine breeze
from S.W. by S. steering W.N.W.
at 2 P.M. closed reefed the fore
top sail & handed main sail
and gib. at 5 P.M. set them again
at 10 P.M. hauled up & handed
main, fore & mizen top sails at
2 A.M. blowing heavy. carrying on
the ship & taking, heading S.E. split
jack topmast & staysail & tore
off flying Jib & Boat and carried
the halliards of Latter part
blowing heavy the middle watch
to the Eastward

Sat Oct 6th 1865
Lay 51.19.2

Saturday Oct 6th
Begin with a gale from W.
laying on the port tack at 2 P.M.
more moderate & clear reefed fore
topsail and set sail at 5 A.M.
Thick foggy P.M. set the foresail
turned up & the main topsail
Middle part more moderate set them
again steering W. by S. wind S.W. by W. ease main
sheet & haul up S.W. by W. ½ W.
set Latter part heavy squalls took
in sail midnight by Close reefed fore
topsail and double reefed main.

Town to Rome

Sunday Oct 7th — 1866

Begins with strong breezes and squalls from N.W. steering W. under double reef main topsail and close reef fore & 4 J.S. sets close reefed foretopsail at the sunset. Boats on the upper deck, and secured the hatches. Middle part more moderate more sail as the gale abates. Latter part fresh breeze from N.W. by N. steering W. by S. and another reef in topsail and fore sail one sail in sight

Monday Oct 8th — 11

Begins with fine breeze from N.E. by E. all sail set steering W. by S. Middle and latter part light breezes the same course to the northward and westward steering W.S.W. employed painting ships and out side

Lat 36.55.N.
Long 55.19, 20

Thursday Oct 9th — 1866
Clear 24 hours begin with light
airs from E.S.E. and Calm
Employed painting Middle front
deck house, main deck
E.S.E. Steering by the wind
Set sail Employed in
various jobs. Latitude Six hundred
Miles, D. 24 hours

Lat 27.41.N.

Friday Oct 10th —
First & last part of these 24 hours
strong breeze from E.S.E. and
squally. Latitude 27.21 hundred
Miles Distance Run Noon to Noon
by main D.R. was Ship
Hove to, & middle, and latter
part very heavy squalls from E.S.E.
some squalls Rain, and P.M.
and night fair & it moderated
a little. Set sail main Top Gallant
sail and Hove to. Employed
in the rigging, and about deck,

Lat 27.10.N
Long 81.25. W

Honolulu bound.

Thursday Oct 11th 1866
Begins with fresh breezes
from N.E. Steering N.W. by W.
½ W. Middle and latter
part a fine breeze from N.E.
and pleasant steering N.W. by W.
½ W. Employed reducing Chron. &c. and
painting Port Stern &c.

Lat 36.49 N
61.52

Friday Oct 12th
Begins with light breezes
from N.E. by E. Steering N.W. by W.
Middle part light breezes
from E.N.E. latter part
pleasing and employed more &
the Passengers broke out the after
hold and stowed back Sent up the
main sail

Sun rises 7h 24m
Lost 96.36

Saturday Aug 18th 1866
Begins with fresh breezes from S.S.E. and pleasant weather. Steering N.E. & E.N.E. Took in light sails at daybreak, under close reefed Topsails and fore sail. blowing strong from S.S.E and raining & F.N. hauled for sail and Tow Trail The gale increasing at 11 AM moderate the remainder of the night. Strong gales and raining. Sailed as by log to noon from S.S.E. and Cleared Whole decks cleaning up, and commenced painting in side

Lat — 37.07.N
Long — 61.12.W

Sunday Aug 19th —
Begins with light breezes from S.S.E and pleasant Steering N.E. by E. Employed painting Middle part aguelle with air and thunder showers varying from S.S.E. to W.S.W. Sailed fair pleasant breezes from S.S.E. to S.E. by E. employed as yesterday by the crew in the port side decks regular sea Topsails and Courses two reefs in night Steering E. by N. to noon —

Lat 37.12 N

Monday Oct 10th — 1866

Begins with strong breezes
from N.W. hauled to the Eastward
and Set Topsail a close
reefed the main & fore Jib
ing having on the port tack
Middle part more moderate
and rainy Employed Washing
& the Spitheads and mustered
at daylight quite moderate &
fair weather Wind Obtained sight main
Top Gallant Sail the main of S.S.E.
Began N.N.W & N 10 leaving on
board Red main Top Gallant sail set
close reefed the Spritsail
hauling to the eastward running in
Soundings Lat 50,16 N

Thursday Oct 16th

Begins with a strong breeze from E.S.E
Heavy, W. at 1. P.M. double reefed
main Topsail & Jib & hove to, close
reefed main Topsail and hauled for
and fore sail, running before a
gale at 5 Supplied to the wind heaving
S.W. 2° Turned up the boats and secured
the ports & Sent off the main Topsail
yard to the gale & Tried the
water Cask Thermometer stood 56, at 7 P.M.
The following very heavy squalls and hard rain
Split the main Top Gallant mast, lost the sail
to the yard & Sail & Stowed the main
Top Gallant yard & Sail & Secured
all hands employed securing things as well as possible
Lost Jib and Staysail with the fore Middle
part blowing a heavy gale from W. S. which
extended over the whole Horizon Clewed up to

Starboard boat, and stays in for ye night when light Gales part blowing heavy sailed do nothing towards clearing The deck but lashed things more where they were, Laying on ye starboard tack under ye lee clew of main Topsail so ends ye 24 hours

Lat 38.23. N
Long 6 Dol 8. W

Wednesday Oct – 17th — 1866

Begins with a heavy gale from N.E. laying a. The starboard tack under goose winged main Topsail at 4 a more moderate set as before mentioned and kept off N.W. by W. the little boat a little more inclined to turn the deck out of the Forecastle and N.E. blowing fresh and squally Stays 4.1/2 The Thermometer stood at 78 in the water Employed mending clothes and cleaning the decks

Lat 38.20 N.
Long 6.33 W.

Homeward Bound

Thursday Oct 18th — 1866

Fine part of the 24 hours fresh breeze from N.E. and suggested that pleasant weather Steering E.S.E. by compass Employed repairing damages Middle part night the same and the remainder of and steering E.S.E. fine moderate winds & steering by the wind in the forenoon employed getting a new fore mast and rigging ship

Lat 38.44 N

Friday Oct 19th

First part of the 24 hours light breeze from N.N.E. steering E.S.E 20 sent up fore topmast and main topgallant mast middle part light winds variable N.N.E & E.N.E employed rigging and bent fore topsail Latter part very light breeze from N.N.E about daylight wore ship to the S.W. Lowered two boats and picked them got two at 10½ took them alongside sent up fore topsail yard and bent the sail. fine pleasant weather

Lat 39.18 N
Long 70.03

Saturday 19th 20th — 1866
Begins with light airs from S.W. steering N. by E. about 1 P.M. lowered for whales struck one & boon-whale got fast to it the first mate & boat-header the iron and parted the line came on board and cut in. Middle and latter part light airs and calm steering N. by E. and N.N.E. Two whales in sight during the night steering by the wind on the port tack Employed boatheading and on various other boats round decks

Lat 39-26
Long 70-34

Sunday 20th 21st "
First part of these 24 hours light airs and calm employed boatheading shifted to fore & aft sails steering N. by E. & E. employed scrubbing and bending new gib latter part & new fore sail weather cloudy Ship & Boat Crew & Brig. of Bath in sight heard to Charleston 50 several more sail in sight

Lat 40-02 N
Long 70-58 W

Homeward bound.

Monday Oct 22nd 1866

Begins with light breezes from S.E. & S.S.W and pleasant Weather N.by W. Employed in various ways at 6. A.M. Sounded. had 4 fathoms water (Egeon ors) Middle part fine breeze from S.W. Steering N.by W at 4 P.M. made Montauk Light ahead bore the head yards at daylight hove to off for Block Island at 10 Custom house Light N.W. took a Pilot steering E.N.E for Buzzards Bay with a fine breeze from S.W. hauled up Chains and Cable 1 P.M. Anchored at 12. M. Cutter hauled Furling Sails & Unbent Sails &c

Tuesday Oct 23rd

Begins with fine breeze from S.W. steering up the Bay at 2 A.M. Passed Light Ship Lights & Light Buoys & Light Boats at 3 A.M. made Sea port Light ahead

Employed in Various Duties of the Voyage

E. Cannon 2nd

35.11

41.07
12
41.19
37.30
67.31
146.20
23.10
11.19
31.51

40.07
12
40.19
37.35
67.31
145.51
72.55
10.15
32.36

1ca53
0343 3
4617 8
12238
131502
63-85-1.
3.04.30
6.15
3.43.36

10298
0340 2
46 6aa
13140
33636
66629
3.43.91
6 42
3,48.43

7.08.33
3 43.35-
3.19.58
45- 5-5 1/2
4

49 5-5 1/2

6,09,25
56 32
7.05 01
3 45.42
3,19 16

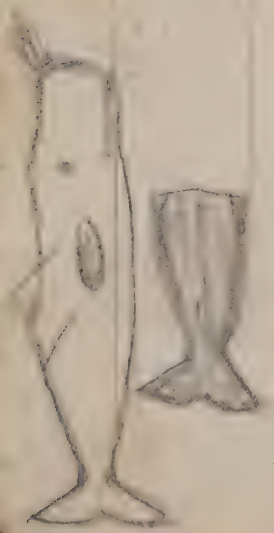
45- 49 1/2
4
4,9,47 1/2

6.13 25-

38.50

⑥ December 26

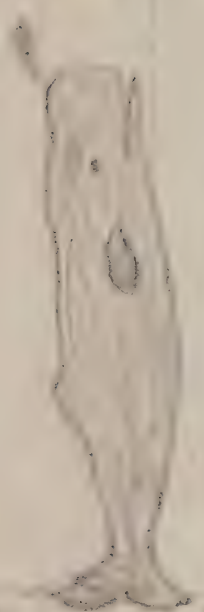
9.27	Tilsen	26	8.48	38.24	.0 8 2 4	6.15.81	4.02
		1	8.105	1	.0 3 7 1	1.25	50.62
			12.35	2.16	.1 7 1 3	7.10.04	2.21
			23.22	36.16	.3 2 6 9	8.14.16	66.37
			36.01	66.39	13 7 4 28	3.12.22	1.04
				141.25	6 8 7 3 4	43 44	
				30.52	3.13.06	2	
				38.06	1.06	45.45	
				3.03.16			
2.36	Sk. 14	27	8.48	36.64	.0 8 4 35	6.23.31	5.02
		5	26.45	1	.0 4 5 20	5.24	50.62
			12.37	3.14	.3 4 6 8 3	7.25.08	8.18
			3.12	36.8	.1 3 5 0 1	4.01.91	26.42
			36.19	66.1	14 1 1 5 5	3.15.19	1.04
				135.20	7 0 5 6 4	35 51	
				65.46	4.04.07	4	
				36.2	1.34	35.51	
				1.16	4.05.41		
7.46	Ok.	28	8.48	8.21	.0 8 2 1	6.16.12	4.02
		4	26.45	1	.0 9 6 5	8.7.26	50.62
			12.37	38.41	.3 1 0 2	7.15.02	8.18
			3.12	36.10	.1 2 1 3	3.5.22	26.42
			36.16	66.45	13 7 2 36	3.15.26	1.04
				141.36	6 8 2 3 5	35 51½	
				36.41	1.01	4	
				33.07	3.54.10	141 51½	
3.45	Ok.	29	8.48	35.5	.0 9 7 6 5	6.32.00	4.02
		7	26.20	1	.0 3 6 6 2	5.7.45	50.62
			12.35	36.11	.5 3 4 4 0	7.27.45	8.18
			2.12	37.06	.7 4 5 3 1	4.07.35	26.42
			36.41	66.48	14 1 3 5 8	3.22.15	1.04
				135.55	7 0 6 5 5	35 33½	
				69.55	4.04.57	4	
				36.11	2.33	141 33½	
				3.48	4.07.30		
8.45	Ok.	30	8.48	37.25	.10 3 0 7	6.27.36	
		8	26.12	1	.0 3 4 6	5.7.50	
			12.35	2.31	.5 6 2 1	7.25.26	
			2.12	37.56	.7 4 8 4	4.00.47	
			36.41	66.51	13 9 0 5 8	3.24 35	
				142.24	6 9 2 9	35 0.9½	
				71.12	3.51.16	1	
				37.37	1.01	51.09 3/4	
				3.32	4.02.47		



2	Mond	6	89.48	41.37	1056.03	6.02.39	3.31
		1	24.42	19	0342.35	58.25	10.00
			41.48	41.48	4522.42	7.01.04	22.25
			15.01	37.30	7193.2	3.41.03	67.31
			12.30	67.31	13056.5	3.20.03	6.15
			37.31	146.50	6548.2	45 on 1/4	
				73.25	3.34.48	5	
				41.49	6.15	50.00 1/2	
				31.36	3.41.03		
3	Tue	7	89.48	40.18	10298	6.05.36	3.30
		2		18	03402	58:32	5
				40:31	54652	7:07:08	22.31
				37:35	84302	3:47:51	67:37
				67:37	133274	3:78:17	6:12
				146:03	16637		
				73:01	3:41:04	Long 18:49	
				40:31	6.47		
				32:30	9:47:51		
4		8					
5		9					
6		10	89.48	39.00	05407	6.12.22	3.31
		1		12	03268	58.32	50.00
				35.12	47	7.11.10	21.50
				38.00	74093	3.40.58	67.03
				68.03	130301	3.30.11	5
				145.15	6315.0	45 22 1/2	
				73.07	3.33.02	52.22 1/2	
				35.12	57		
				38.26	3.40.59		
				34.11	10844	6.32.45	4.03
				12	03268	58.42	
				34.23	52551	7.36.03	
				38.00	76744	4.18.35	
				68.03	143313	3.17.35	
				140.26	7165.6	45 23 1/2	
				70.13	4.11.01	4	
				34.23	5.32	44 23 1/2	
				35.50	4.16.58		

220

5.58	Sedan	11	69.48	40 16	10918	6.09.03		3.40
		2	72.37	12	03222	58.53		90.0
			17.11	40.28	44555	7.07.56		21.4
			21.41	36.57	73993	3.42.15		68.1
			99.00	68.12	139697	3.20.06		5.2
				147.37	66848	45 01½		
				73.48	3.39.30	5		
				40.28	8.20	50.01½		
				33.20	3.47.50	Langsam		
5.18	Limousine	12	69.48	42.55	10486	11.05.15		8.35
		3	73.15	1	03182	55.55		90.0
			16.33	43.07	41765	12.04.13		21.4
			21.39	36.14	72035	8.42.41		68.2
			32.12	68.20	129511	3.21.32		6.3
				149.41	63555	45 23		
				74.50	8.34.04	5		
				43.07	37	50.23		
				31.43	8.32.41			
				36°07	10416	6.25.34		
				1/2	03182	43.23		
				27.09	14946 2	7.24.27		
				36.07	1.75.38	4 04 52		
				68.20	138 52 6	3.19.37		
				14.36	6926			
				31.44	3.56.13	49.54		
				11 14	8.37			
				57	4.44.48			
					Stand mit der Luft in der Mitte			
5.11		13	69.48	39.10	10356	6.07.19		3.8
		1	23.08	12	03122	55.04		90.0
			16.40	35.22	14635	7.06.23		21.2
			21.29	37.04	74322	3.53.26		68.2
			38.05	68.33	134465	3.12.54		5.0
				145.38	67232	45 13½		
				72.53	3.44.24	3		
				39.22	8.05	48.13½ Langsam		
				33.31	3.53.29			
5.05	Touring	14		33 06		6 40 50		21,20
		1		12	10248	59.09		1.4
				33.18	03668	7.39.59		21.18
				37 53	9.13.16	4 24 05		1
				6.43	9.77 5 3 8	3.13 44		21,1
				39.5	14445 2			68.4
				69.5 5	72226	45 58½		
				33.15		3		
				36.37	4.14.48	48.58½		
					9 17			
					4.24 05			



Rate of Sound	Date	Hr	Min	Observations				
0.00	Sunday	24	89.48	This day Sick Ed going to Mass Pike to Humphreys came across the Mississippi to see Wilson from the Iron came out to Natchez no Observations to day				
0.06	Saturday	25 0	89.48	Thick Ed going to Natchez no Observations				
0.11	Sunday	26 1	89.48	Thick Ed going to Natchez no Observations				
0.16	Monday	27 2	89.48 69.40 20.08 18.28 38.36	33.05 12 33.17 38.35 70 33 142.25 71.12 33.13 37.55	.10696 .62552 .50521 78853 142922 71461 4.05.46 13.65 4.22.51	6.28.04 1.00.16 7.28.20 4.22.51 3.05.29 45 22¼ 1 46.22¼ Long	4.05 90.00 18.33 20.08 13.05	
0.21	Tuesday	29 3	89.48	Ed with the Black Smith no Observations				
0.27	Monday	29 4	89.48 69.30 20.18 17.36 38.14	33.12 12 33.24 38.14 72.06 143.44 71.52 33.24 38.28	.10486 .02155 .45308 .25383 41332 70662 4.04.45 13.27 4.18.12	6.23.46 1.00.27 7.23.13 4.18.12 3.05.01 45 18¼ 1 46.18¼	3.55 90.00 13.34 72.06 13.37	
0.32	Thursday	30 1	89.48 61.42 20.06 17.40 37.46	30.45 12 30.57 37.44 72.21 141.02 70.31 30.57 41.34	.10190 .02034 .52314 80412 45010 72505 4.16.33 14.33 4.30.16	6.35.10 1.00.21 7.35.31 4.30.10 3.05.21 45 23 2 47.23	4.13 90.00 13.37 72.21 13.37	
0.37	Friday	31 2	89.48 70.02 19.46 17.23 37.09	37.41 12 37.53 37.05 72.38 143.36 73.48 37.53 35.55	.09813 .02026 .44355 .26835 33233 6616 3.46.58 13.46 3.59.44	6.05.20 1.00.23 7.05.43 3.54.24 3.11.13 45 48¼ 2 47.48¼	3.15 90.00 13.34 72.38 13.46	

February 1 1/11

1.00.42	Saturday	1	89.48	37.08	.09855	6.10.43	3.42	
		3	69.40	10	.01960	1.00.42	50.0	
			20.08	37.18	.44326	7.11.25	17.0	
			17.06	37.14	.73535	3.56.58	32.3	
			37.14	32.04	13788	3.14.27	13.3	
				137.22	66184	45 36 3/4		
				38.13	3.43.04	3		
				37.18	13.54	48.36 3/4		
				36.25	3.56.58	Lang		
1.00.48	Sunday	2	89.48	35.20	.10151	6.04.40	3.35	
		4	68.58	12	.01960	1.00.48	50.0	
			20.50	35.32	.40730	7.05.28	16.4	
			16.48	37.40	.76312	3.43.34	33.1	
			37.39	13.13	29343	3.21.54	13.0	
				150.25	64671	45 25 1/2		
				35.12	3.30.32	5		
				35.32	13.01	30.25 1/2		
				35.48	3.43.34	Lang		
1.00.53	Monday	3	89.48	32.30	.09580	6.38.55	1.02	
		1	58.56	12	.01826	1.00.53	50.0	
			30.52	32.42	.49652	7.40.48	16.4	
			16.32	37.12	.79887	4.18.44	33.3	
			33.24	33.30	41385	3.22.04	14.0	
				143.24	20642	45 31		
				31.42	4.04.36	5		
				32.42	14.08	50.31		
				39.00	4.18.44	Lang		
1.00.58	Tuesday	4	89.48	36.46	.09576	6.15.04	3.37	
		2	69.30	12	.01760	1.00.58	50.0	
			20.18	36.58	.44776	7.16.02	16.1	
			16.14	36.40	.77694	3.56.47	33.4	
			36.32	33.46	33806	3.19.15	14.1	
				147.26	66903	45 48 3/4		
				33.43	3.42.33	4		
				36.58	14.14	48.48 3/4		
				36.41	3.56.47			
1.01.03	Wednesday	5	89.48	41.10	.09784	11.13.37	8.35	
		3		12	.01705	1.01.03	50.0	
				41.22	.37203	12.14.40	15.5	
				37.02	.75696	6.55.07	34.0	
				14.02	24586	3.19.33	14.1	
				152.27	62444	45 53 1/4		
				36.13	8.40.51	4		
				41.22	14.56	53.53 1/4		
				34.31	6.55.07			

Earned with New Book Contract

01.09	Thursday	6	89.48	31.39	.0 9 6 8 2	6.43.05	4.03
		2	68.46	12	.0 1 6 3 0	1.01.07	50.00
			21.02	31.42	.5-0 9 9 4	7.44.14	15.31
			13.88	36.46	.8 0 5 6 5	4.21.36	34.21
			36.40	74.24	1 4 2 1 2 5	3.22.38	14.22
				142.52	7 1 0 6 2	45- 89½	
				71.26	4.07.14	5	
				31.42	14.22	50.39½ Sum	
				35.44	4.21.36	50.21¼	
				The Bank Banks [illegible]			
				all day			
01.14	Friday	7	89.48	31.20	.0 8 9 8 6	6.42.00	4.02
		1	69.09	12	.0 1 5- 6 4	1.01.14	50.00
			20.39	31.32	.5- 1 4 4 7	7.43.14	15.13
			15.13	35.36	.8 0 2 4 4	4.22.01	33.43
			35.36	74.43	1 4 2 3 5 1	3.21.13	14.23
				141.51	7 1 1 2 0	45- 18¼	
				70.55-	4.07.36	5	
				31.32	14.23	50.18¼	
				39.23	4.22.01		
				The Bank Banks [illegible]			
				all day			
01.19	Wednesday	5	89.48	34.25	.0 9 4 2 7	6.24.32	3.55
		2	20.07	12	.0 1 4 9 3	1.01.15	50.00
			19.41	34.37	.5- 8 7 6 4	7.25.51	14.34
			15.00	34.33	.7 5 4 2 6	4.06.26	35.01
			34.41	35.02	1 3 7 1 1 8	3.15.23	14.24
				144.12	6 8 5- 5- 5	45- 5-03¼	
				72.06	3.52.00	5	
				34.31	14.28	45.05 03¼	
				37.25	4.06.28	45.42 [illegible]	
				[illegible]			
01.24	Monday	1	89.48	30.57	.0 8 3 8 5	6.41.30	4.00
			69.57	12	.0 1 4 3 5	1.01.24	50.00
			19.51	31.09	.5- 2 3 8 5	7.42.54	14.35
			14.36	34.28	.8 0 1 5 2	4.22.35	36.21
			34.32	33.21	1 4 2 4 0 0	3.20.19	14.28
				140.58	7 1 2 0 0	45- 04¾	
				70.29	4.08.06	5	
				31.05	14.25	50.04¾	
				39.20	4.22.35		
01.30	Monday	10	89.48	33.22	.0 7 7 8 1	6.25.48	3.57
		4	20.52	12	.0 1 3 7 3	1.01.30	50.00
			18.56	33.34	.5 0 5 2 1	7.31.18	14.30
			14.32	35.17	.7 8 5 2 1	4.14.46	35.20
			33.18	31.40	1 3 8 2 2 0	3 11 32	14.20
				142.41	6 9 1 1 0	50.22	
				71.20	3.55.16		
				35.36	14.30		
				37.36	4.15.46		

1 01.28	Tuesday	11 1	55.48 65.20 20.28 14.02 34.30	31.40 12 31.52 34.38 26.00 142.30 11.15 31.52 39.23	.0 5 4 30 .0 1 3 10 .5 0 2 10 .8 0 2 4 140234 70367 4.02.53 14.31 4.17.24	6.32.55 1.01.31 7.34.30 1.17.24 3.17.06 45 16½ 4 49.16½ Lmj	3.5-6 50.0 14.0 76.0 14.31
1.01.40	Wednesday	12 1	55.48 69.08 20.40 13.42 34.22	31.16 12 32.28 34.14 26.20 143.12 71.36 31.52 39.24	.0 8 2 6 2 .0 1 2 4 1 .4 5 2 1 0 .2 5 5 2 6 1352 65 65642 3.56.28 14.30 4.12.58	6.26.21 1.01.40 7.28.01 4.12.58 3.15.03 45 45 ¾ 3 48.45 ¾ Lmj	3.44 50.00 13.40 76.2 14.30
1.01.45	Thursday	13 3	55.48 70.00 25.58 13.22 34.10	30.47 13 30.34 32.56 26.40 146.35 23.17 25.45 37.18	.0 7 6 0 8 .0 1 1 8 3 .4 5 8 6 5 .3 1 2 3 3 131313 65756 3.37.21 14.23 3.31.50	6.04.13 1.01.45 7.05.58 3.51.50 3.14.08 45 32 3 48.32 Lmj	3.34 50.00 13.20 76.12 14.25
1.01.51	Friday	14 4	59.48 70.26 15.12 13.01 34.24	34.00 12 34.12 32.16 26.00 145.28 71.44 34.12 37.32	.0 7 2 6 5 .0 1 1 2 8 .4 9 6 1 5 .3 8 4 1 8 136506 68253 3.50.14 14.36 4.04.40	6.15 45 1.01.51 7.17.36 4.04.40 3.12.56 45 14 3 48.14 Lmj	3.42 50.00 13.00 77.00 14.24
1.02.56	Saturday	15 1	55.48 70.36 15.12 32.42 31.54	30.50 12 31.02 31.36 27.32 145.56 67.32 31.02 36.30	.0 6 9 7 0 .0 1 0 7 0 .5 3 4 4 0 .7 5 8 4 0 141320 70660 4.04.42 14.33 4.19.15	6.30.09 1.01.56 7.32.05 4.19.05 3.13.00 45 15 3 48.15	4.05 90.00 77.20 14.22
2.02.	Sunday	16 2	54.48 53.11 11.37 11.20 31.16	33.37 13 33.47 33.00 27.41 146.38 72.35 25.45 36.18	.0 7 1 5 8 .0 1 0 1 1 .5 2 2 0 5 .7 7 8 7 1 133551 66258 3.41.02 14.17 3.45.21	6.04.15 1.02.01 7.06.16 3.41.21 3.10.55 45 43 ¾ 3 48.43 ¾	3.35 90.00 77.12 14.14

02.06	Sunday	17 3	89.48 69.54 19.54 12.00 31.54	35.12 12 35.24 31.42 33.42 1.16.08 12.34 85.24 37.10	.0 7 6 1 7 .0 6 3 5 4 .1 7 6 5 4 .1 8 1 1 3 1 3 7 2 8 5 0 8 6 5 3.42.22 14.12 3.56.34	6.06.26 1.02.06 2.08.26 3.15.32 3.11.52 45 57½ 1 93.17½	3.35 50.00 11.38 14.12
02.12	Tuesday	18 4	87.48 6 11.12 24.33 11.18 32.12	3 4.01 12 34.13 32.12 1 1.42 35.32 22.21 31.35 34.07	0 7 2.58 .0 6 3 5 4 .1 7 6 5 4 .1 8 1 1 3 1 3 5 1 3 8 6 7 5 6 3.46.17 14.05 4.00.22	6.07.21 1.02.12 3.05.33 4.00.36 3.10.01 45 17½ 1 93.17½	3.46 14.05
02.17	Monday	19 0 1	85.48 67.20 20.28 11.18 31.46	33.00 12 33.12 31.40 38.44 143.36 31.26 33.12 18.36	.0 7 0 0 1 .0 0 6 4 5 .1 5 4 6 2 .1 9 5 1 0 1 3 6 8 1 8 6 6 4 0 5 3.31.05 14.02 4.05.11	6.08.06 1.02.17 3.10.23 4.05.11 3.05.11 45 18 1 46.18	3.44 50.00 11.16 36.34 14.02
02.22	Tuesday	20 2	89.48				
02.27	Sunday	21 4	89.48				
02.33	Sunday 1.00.03 1.31.26 4.32.23 2.15.11 1.02.33 3.18.44 3.42 1.04.18 47.14½ 46.14½	22 4	85.48 67.12 18.36 10.18 30.35	33.15 12 30.24 30.23 29.49 144.56 31.58 33.18 28.28	.0 6 5 3 0 .0 0 6 9 0 .1 9 6 7 6 .1 9 3 6 3 1 3 5 6 6 9 6 7 8 3 4 3.47.45 13 42 4.00.51	6.02.20 1.02.38 3.04.58 4.00.31 3.04.02 45 00½ 1 46.00½ 2	3.35 50.00 10.11 15.41 13.42
02.33	Sunday 1.55.56 2.31.05 4.27.05 2.13.22 1.02.37 3.16.10 22.25 3.02.12 47.36	23 1	89.48 68.36 21.12 9.51 31.03	32.10 12 31.33 31.18 60.11 141.01 32.00 31.23 33.28	.0 6 8 7 1 .0 0 6 4 1 .1 8 5 3 6 .1 9 3 6 3 1 3 6 3 3 0 6 5 3 5 4 3.44.32 13 42 4.04.47	6.05.33 1.02.38 3.04.20 4.03.43 3.03.12 45 16½ 1 45.16½	3.44 50.00 9.45 20.11 13.34

Monday

Tuesday

Wednesday

Thursday

Friday

Samed mit Wind Ostsüd

Samed mit Wind Ostsüd

.03.42 Freitag 7 89.48 Samed mit Wind Ostsüd

.03.47 Sonntag 8 51.48 Samed mit Wind Südwest

.03.52 Sonntag 9 89.48 30.48 .07317 5.5.5.04 9.40
3 61.58 .00213 1.8.3.52 Po.
27.50 31.00 4.2.7.3 6.58.56
32.10 4.3.2.8 2.5.1.21 45.32
85.02 3.4.0.4.9 3.3.0.05 10.87
75.52 4.2.0.2.9
72.16 3.4.2.7.9 47 12 %
91.66 1.6.3
40.26 3.13.51 46.16 %

Samed mit Wind Ostsüd

.03.38	Montag	10 4	55.48	Bei [illegible] Bankhaus	[illegible]	[illegible] Ost	
.04.03	Tuesday	11 1	55.48 62.13 27.36 3.42 31.17	35.15 12 35.27 31.16 56.20 153.03 76.31 35.17 41.04	0 6 8 16 0 0 0 51 3 6 7 6 6 8 1 7 5 2 12 5 4 2 3 62711 3.20.34 10.07 3.30.35	5.32.04 1.04.03 6.36.07 3.30.35 3.05.25 45 22 1 46.22 Lang	3.16 90.00 3.40 86.20 10.00
.04.08	Freitag	12 2	51.48 62.52 26.52 3.12 30.14	31.05 12 31.17 30.14 86.40 148.14 74.07 31.17 42.50	0 6 3 5 0 0 0 0 71 4 3 7 3 4 5 1 2 4 1 13 3 5 7 6 6 2 2 3 3.41.23 9.45 3.51.12	5.48.45 1.04.04 6.52.51 3.51.12 3.01.39 45.24 3/4 Lang	3.50 90.00 3.17 86.43 9.41
.04.13	Tuesday	13 3	51.48 61.52 27.52 2.52 30.44	31.45 12 31.57 30.54 87.06 149.47 74.53 31.57 42.56	0 6 5 7 3 5 0 0 5 6 4 1 6 2 8 5 3 3 2 4 13 1 5 8 1 6 5 7 5 0 3.36.28 5.33. 3.46.01	5.44.33 1.01.15 6.40.48 3.46.01 5.02.44 45.41 3/4 Lang	3.35 90.00 2.55 87.05 9.33
1.04.19	Freitag	14 4	55.48 61.52 27.56 3.32 30.24	31.27 12 31.39 30.14 87.30 149.26 74.43 31.35 43.04	0 6 4 7 2 0 0 0 4 1 4 2 0 5 3 5 3 4 3 2 13 1 9 3 8 6 5 5 6 9 3.37.26 5.16 3.46.42	5.42.50 1.04.18 6.47.08 3.46.42 3.01.27 45.21 3/4 Lang	3.34 90.00 2.36 87.30 9.15
1.04.24	Samstag	15 1	59.48 62.46 27.02 2.02 29.10	[illegible]	[illegible]	[illegible]	90.00 3.45 86.15 9.[illegible]

1.05.01	Lehtisalo	22					
1.05.06	Lundin	23	89.48				

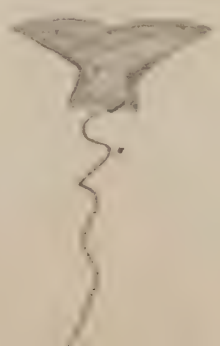
.05 Friday

.05 Friday

.10 Friday

No Observations

07.24	Saturday	19	89.88	36.46			3.11
		4	57.55	.12			96.50
			31.50	36.52			11.73
			11.10	04.32			35.47
			9.20	95.34			.14
				125.11			
				62.35			
				36.52			
				25.43			
07.29	Sunday	20	89.44				
		1					
07.24	Monday	21	89.66				
		2					
							96.16
							11.34
							78.06
							1.23
07.29	Tuesday	22	89.66	34.51			3.46
		3	64.14	.12			
			01.04	35.65			96.20
			12.12	14.16			15.11
			13.15	72.45			57.45
				126.06			1.24
				48.00			
				15.05			
				27.35			
07.65		23	89.66	36.98			3.14
		4	88.52	.12			16.02
			00.56	36.20			12.12
			12.12	1.31			53.35
			13.21	24.25			1.45
				127.09			
				63.24			
				36.26			
				27.14			
07.80		25	89.66	36.46			3.46
		1	89.37				
			00.29	36.04			72.04
			12.12	13.04			12.11
			13.23	24.05			87.45
				127.08			1.44
				64.31			
				36.35			
				26.33			



.08.22	Sunday	7	59.45 56.41	37.06 37.12 13.37 73.25 124.19 62.17 37.12 24.55	.01.23.35 .01.19.47 .01.16.54 .01.25.54 .01.31.54 58 58	5.18.25 1.05.36 6.24.11 3.33.41 2.51.30	8.47 16.30 73.25 3.47 16.20
.05.22	Monday	7	59.48 56.59 01.49 16.29 14.00	33.28 12 35.40 14.12 73.08 121.00 60.30 33.00 26.50	.01.31.48 .01.19.10 .01.12.04 .01.15.16 .01.19.48 .01.19.74 3.54.27 3.34 3.50.53	5.33.11 1.05.55 6.42.19 3.50.30 2.51.29 36 52 1/4 12 42.52 1/4	8.47 90.00 16.30 73.25 3.34
.09.03	Thursday	5 3	59.48 66.30 03.18 17.05 13.37	35.18 12 35.30 13.49 72.12 121.31 60.45 33.30 25.15	.01.27.35 .01.19.41 .01.16.54 .01.29.94 .01.35.42 .01.35.71 3.46.20 3.40 3.42.46	5.23.46 1.09.03 6.32.51 3.43.40 2.50.11 35 32 1/4 12 42.32 1/4	3.47 90.00 17.05 72.12 3.40
.07.22	Friday	7	59.48 56.41 03.07 17.13 13.15	21.47 12 3.59 14.05 12.35 120.39 60.19 33.59 26.20	.01.33.35 .01.26.34 .01.29.79 .01.29.78 .01.35.40 .01.37.72 3.53.15 3.44 3.49.31	5.29.45 1.09.09 6.38.54 3.49.31 2.49.22 35 21 1/2 12 42.21 1/2	3.50 90.00 17.23 72.35 3.44
.09.14	Saturday	1	59.48				90.00

103 160 300 33 55
161 120 106 33 165
222 120 55 330 225
253 55 55 330 105
303 50 33 105 105
105
55

1151685 635165 577
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635
655
151
69) 4013 (64
390 126
113 1
252 125 29 1/2
1
31 1/2
29 1/2

126 29 1/2
222 23
1553 561/2
1 31/2
15
151 25

Continued

Date Took Dead Hem

Dec	22	1	"	"	"	"	
Jan	2nd	1	"	"	"	"	
"	5th	"	1	"	"	"	
"	10	1	"	"	"	"	
"	12	"	"	"	156	"	
"	18	1	"	"	"	"	
"	26	"	1	"	"	"	
"	27	1	"	"	"	"	
Feb	2nd	"	"	"	280	4½	"
"	5th	"	1	"	"	"	"
"	14	"	"	1	"	"	"
"	15	1	"	"	"	"	"
"	24	1	"	"	"	"	"
March	9	1	"	1	"	"	"
"	10	"	"	"	158	"	"
"	19	1	"	"	"	"	"
"	27	"	"	"	282	"	"
"	29	1	"	"	"	"	"
"	30	"	1	"	"	"	"
April	8	1	"	"	"	"	"
"	18	"	1	"	"	"	"
"	19	1	"	"	"	"	"
"	27	1	"	"	"	"	"
May	5th	"	"	"	147	3½	"
May	5	"	1				
"	7	"	"	1	"		
"	12	1					
"	14	"	"	"	214	"	"
"	20th	1	"	"	"	"	"
"	26	1	"	"	"	"	"
"	29	"	1	"	"	"	"
June	7	1	"	"	"	"	"
"	16	1	"	"	"	"	"
"	28	1	"	1	"	"	"
July	4	1					
"	14	"	"	"	143	"	"
"	26th	1	"	"	"	"	"

Rept. of Chief Engr. Texas

Engr. 27 1 " " Sept. 1 "

80 34

Engr. 8 1 " 140

" 17 1 "

24 1 "

Sept. 1 1 "

" 11 1 "

" 17 1 "

" 22 1 "

" 28. 1 "

Oct. 14 1 2.74

" 6 1

11 30 / 330

11 2 / 2.92 / 1 / 1 6 / 64 / 14 / 224

30 / 100

24 1/2

85 / 100 / 5

5 / 113 (2 / 12 / 13

24 5/8 / 165

27 1/2 / 220

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84,35
158,22
79,11
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24270
6213 5
3,17,45
101,50
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1,03,43
6,33,54
3,25,35
3,105,19
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46 : 193/4

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48,00
74,00
31,03
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66.37
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69.09
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0.86.14
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5.5.136
24.961
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454 - 352
12 210
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45- 05-3/4
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.0904-4 35-2
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8.45.21
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11 06.30
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12.03.5-5
8.46.16
3.17.43
45- 25-3/4
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18.53
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.0904-4
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61118
8.47.01
5-5-
8.47.56

11.08.25-
5-7.25-
12.05.5-4
8.47.5-6
3.17.5-8
45- 25½
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18.55-
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.48490
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26648
63324
3.23.37
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11 08.25- 18 8 5-5-

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.72.13
44.34
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Learn to Cast Above 3.5-2 Ms of Sabre